

Rhode Island State Planning Council
Draft Minutes of Thursday, December 13, 2012 Meeting
William E. Powers Building
Conference Room A
One Capitol Hill, Providence, RI

I. ATTENDANCE

1. Members Present

Mr. Richard Licht	Director, RI Department of Administration
Ms. Kelly Mahoney, Vice Chair	Policy Director, Office of the Governor
Mr. Kevin Flynn, Secretary	Associate Director, Division of Planning
Mr. Robert Azar	Providence Department of Planning & Development
Ms. Jeanne Cola	Chair, RI Housing Resources Commission
Mr. Paul McGreevy	Representing RI Economic Development Corporation
Mr. Scott Millar	Representing Ms. Janet Coit, Director, RI Department of Environmental Management
Mr. Thomas Mullaney	RI Department of Administration, Budget Office
Ms. Anna Prager	Public Member
Mr. Peder Schaefer	Representing Mr. Dan Beardsley, Executive Director, RI LOCAT
Mr. William Sequino	Public Member
Mr. Sam Shamoon	Governor's Designee
Mr. Bob Shawver	Representing Mr. Michael Lewis, Director, RIDOT
Mr. Henry Sherlock	Representing Mr. Stephen Cardi, Cardi Corporation
Mr. John Trevor	Environmental Advocate
Dr. Bob Vanderslice	Representing Dr. Michael Fine, Director RI Department of Health
Ms. Janet White-Raymond	Public Member

2. Members Absent

Ms. Jeanne Boyle	RI LOCAT, President's Designee
Ms. Sharon Conard-Wells	West Elmwood Housing Development Corporation
Mr. L. Vincent Murray	RI LOCAT, Government Official Representative
Mr. Scott Wolf	Environmental Advocate

3. **Guests**

Mr. Daniel Berman	Federal Highway Administration
Ms. Meredith Brady	RI Department of Transportation
Mr. Tim Faulkner	ecoRI News
Mr. Michael Hogan	RI House Policy Office
Ms. Lilly Picchione	RI Public Transit Authority
Mr. Michael Walker	RI Economic Development Corporation

4. **Staff – Division of Planning**

Ms. Linsey Callaghan	Supervising Planner, Statewide Planning Program
Mr. Vincent Flood	Supervising Planner, Statewide Planning Program
Ms. Amanda Martin	Principal Planner, Statewide Planning Program
Mr. Jared L. Rhodes, II	Chief, Statewide Planning Program
Ms. Karen Scott	Assistant Chief, Statewide Planning Program
Ms. Dawn Vittorioso	Executive Assistant, Division of Planning

II. **AGENDA ITEMS**

1. **Call to Order**

Chairman, Licht called the meeting to order on December 13, 2012 at 9:02 a.m.

2. **Approval of the September 13, 2012 Meeting Minutes** – *for vote*

Mr. Licht asked for a motion to approve the meeting minutes of November 8, 2012. Mr. Trevor moved to approve the minutes of November 8, 2012 as submitted. The motion was seconded by Mr. Shamoon. There was no further discussion and the motion passed unanimously.

3. **Public Comment on Agenda Items**

There were none.

4. **Long Range Transportation Plan Update** – *for vote*

Chairman Licht introduced Ms. Linsey Callaghan and Ms. Meredith Brady who delivered a presentation on the process and content of the proposed update to the State's Long Range Transportation Plan as distributed in the Council packets (see attachment 1). Items in which the Council engaged in discussion are summarized as follows:

Mr. Licht asked whether the eighty percent driving alone statistic for RI was higher or lower than the national average. Ms. Callaghan responded that she thought it was slightly higher than the national average.

Mr. Licht next questioned what was projected to drive down emissions over time? Ms. Callaghan indicated that it is primarily due to the phase in of cleaner vehicles.

Ms. Prager asked for clarification as to why no changes were made as a result of the public hearing process. In response, Ms. Callaghan clarified that several minor editorial changes were made as a result of the public hearing process.

Mr. Licht asked when we would be moving to the new performance management system required by Map 21. Ms. Callaghan noted that we are awaiting official guidance from The Federal Highway Administration (FHWA). Mr. Licht expressed a desire for staff to work with the new Office of Management Budget to accomplish this when the time comes.

Mr. Sequino asked if the Department of Transportation (DOT) has a plan that says commuter rail service should be extended south of Wickford. Mr. Shawver explained that there is no such plan with DOT at this time but that the department is currently studying the feasibility of extending service further south. Ms. Callaghan also pointed out that Statewide Planning and DOT are also currently partnering to develop a statewide passenger and freight rail plan that will look at these issues in much detail.

There being no further questions or comments, Mr. Licht asked for a motion to adopt the Long Range Transportation Plan 2035 update. Mr. Sequino moved approval and Mr. Shamoan seconded the motion. There was no further discussion and the motion passed unanimously.

5. 2012 Committee Appointment “Slate of Names” – *for vote*

Mr. Licht explained that several council members would need to leave early and therefore he would take the 2012 Committee appointments out of order to ensure there was a quorum for the required vote. He then introduced Mr. Rhodes who explained that the only change to the proposed slate of names was the addition of Mr. Albert Dahlberg who had been nominated to the Transportation Advisory Committee seat formally held by Jane Sherman. There being no discussion, Ms. White-Raymond moved to approve. The motion was seconded by Mr. Schaefer and approved unanimously.

6. 2010-2040 Draft Statewide Population Projections – *for discussion*

Mr. Licht next introduced Ms. Amanda Martin who delivered a presentation on the Program’s efforts to produce new population projections for the state as a whole as well as its individual thirty nine cities and towns (see attachment 2). Instances where the Council engaged in discussion are summarized as follows:

Mr. Licht asked if the analysis had looked at neighboring states to see what sort of migration assumptions they were using. In response, Ms. Martin said she did look at the neighboring states but unfortunately they were not as far along in their work as Rhode Island was and therefore, their statistics were not available for us to consider.

Mr. Schaefer asked how college students are factored into the projections. Ms. Martin stated that they are counted by the decennial census and therefore included in the projection assumptions.

Mr. Vanderslice asked who should be contacted with considerations for revising the projections. Ms. Martin responded that she would be the appropriate person to get back to.

Mr. Azar questioned how Rhode Island's fertility rate compares to the rest of the country as a whole. Ms. Martin indicated that Rhode Island fertility rate is a little bit lower than the rest of the country. She then stated that the data is analyzed by race and then explained that the fertility rate is the number of births per 1,000 women ages 15-40.

Mr. Millar asked what was driving the projected growth in the West Greenwich populations. Ms. Martin said that the projections are based on historic data and past trends so the projected growth is based on what has occurred in West Greenwich during the recent past.

Mr. Berman asked how this information will be used in comprehensive plans. Mr. Flynn said it will be up to the municipalities to determine.

Ms. Prager referred to South Kingstown's projected growth of ten thousand people and asked where they would locate given development limitations. In response, Mr. Flynn pointed out that this is an example where the projections may need to be downgraded based on local knowledge of the level of growth that can actually be accommodated.

Mr. Shamoon asked if the projections are based on occupied dwelling units. Ms. Martin indicated that the methodology used is not based on housing units but relies on the more common births, deaths and migration approach.

Ms. Cola emphasized how useful the information will be in projecting housing needs.

Mr. Shawver was fascinated by the migration rates and asked if we have any insight on what was driving them. Ms. Martin stated that she believed it was the economy and the availability of jobs that was driving the migration rates.

There being no further questions, Mr. Licht thanked Ms. Martin for her presentation and moved on to the next agenda item.

7. Associate Director's Report

Mr. Flynn addressed the following items under the Associate Director's report:

- Solid Waste Management Plan MOU;
- Kingston Rail Station;
- Sustainable Communities RFP;
- Pending sustainable communities presentation to the EDC Board;
- Warwick APA award.

Mr. Licht noted that much of the “silo busting” that has occurred in the last two years has been facilitated by the Statewide Planning Program and the State Planning Council.

8. Other Business

Ms. White Raymond announced that the Port Policy work group held a summit on December 10th that resulted in a call for a coordinated investment and improvement program similar to the Transportation Improvement Program.

9. Adjourn

Mr. Mullaney moved to adjourn. Ms. White Raymond seconded the motion. There was no further discussion, the motion carried unanimously and the meeting adjourned at 10:08 A.M.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Kevin Flynn", written in a cursive style.

Kevin Flynn
Secretary

Attachment 1

Transportation 2035



LONG RANGE TRANSPORTATION PLAN UPDATE 2012



Part One



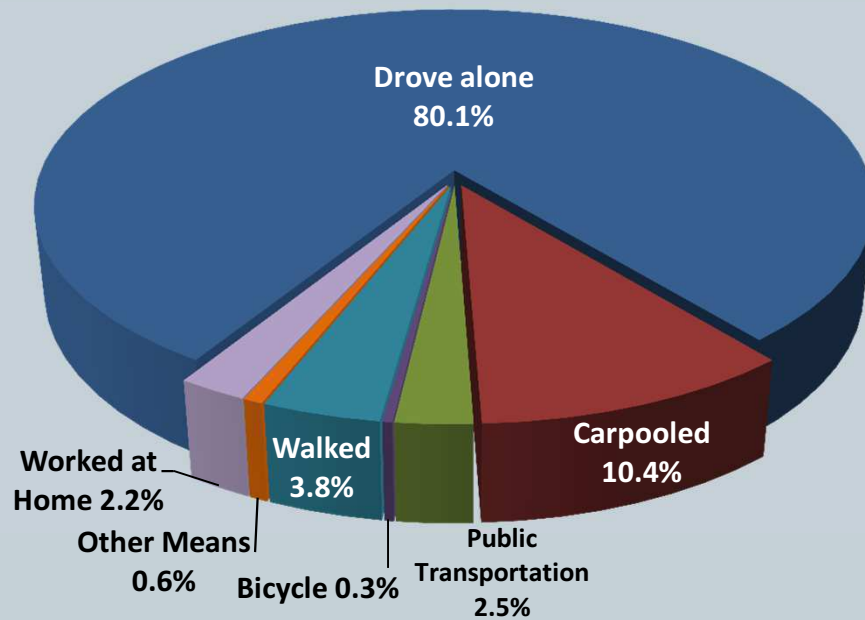
Introduction & Background

- Introduction – Limited Update
- Plan Approval Process – Full Update
- Scope of the Plan – Limited Update
- Transportation 2035 Scope – 2012 Update – New
- 2010 MPO Recertification Recommendations from FHWA & FTA – Full Update
- Demographic & Travel Trends – Full Update

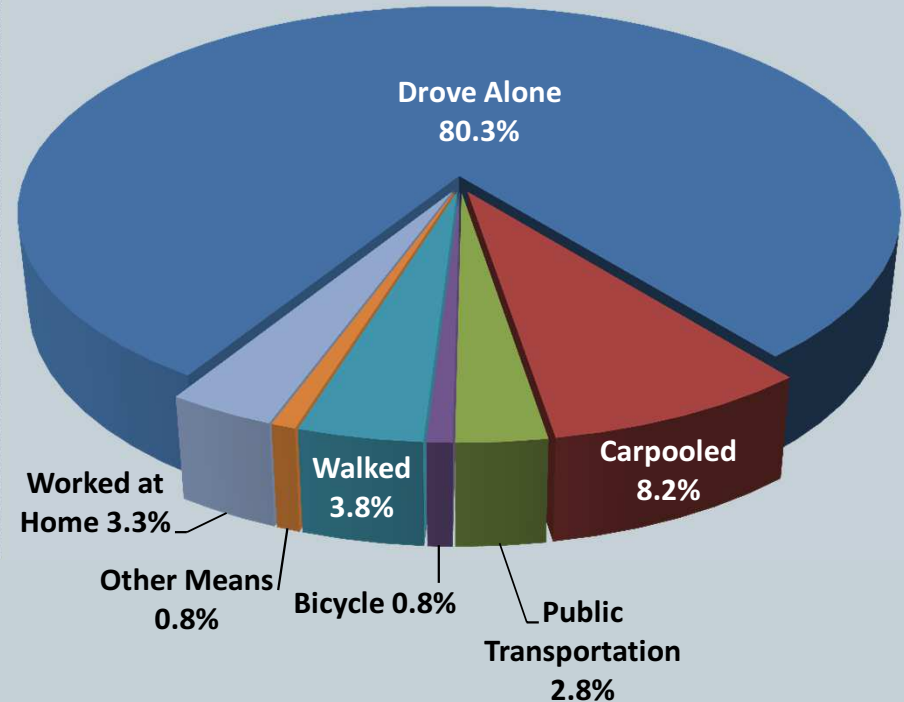
Travel Trends

Work Trips by Mode

2000



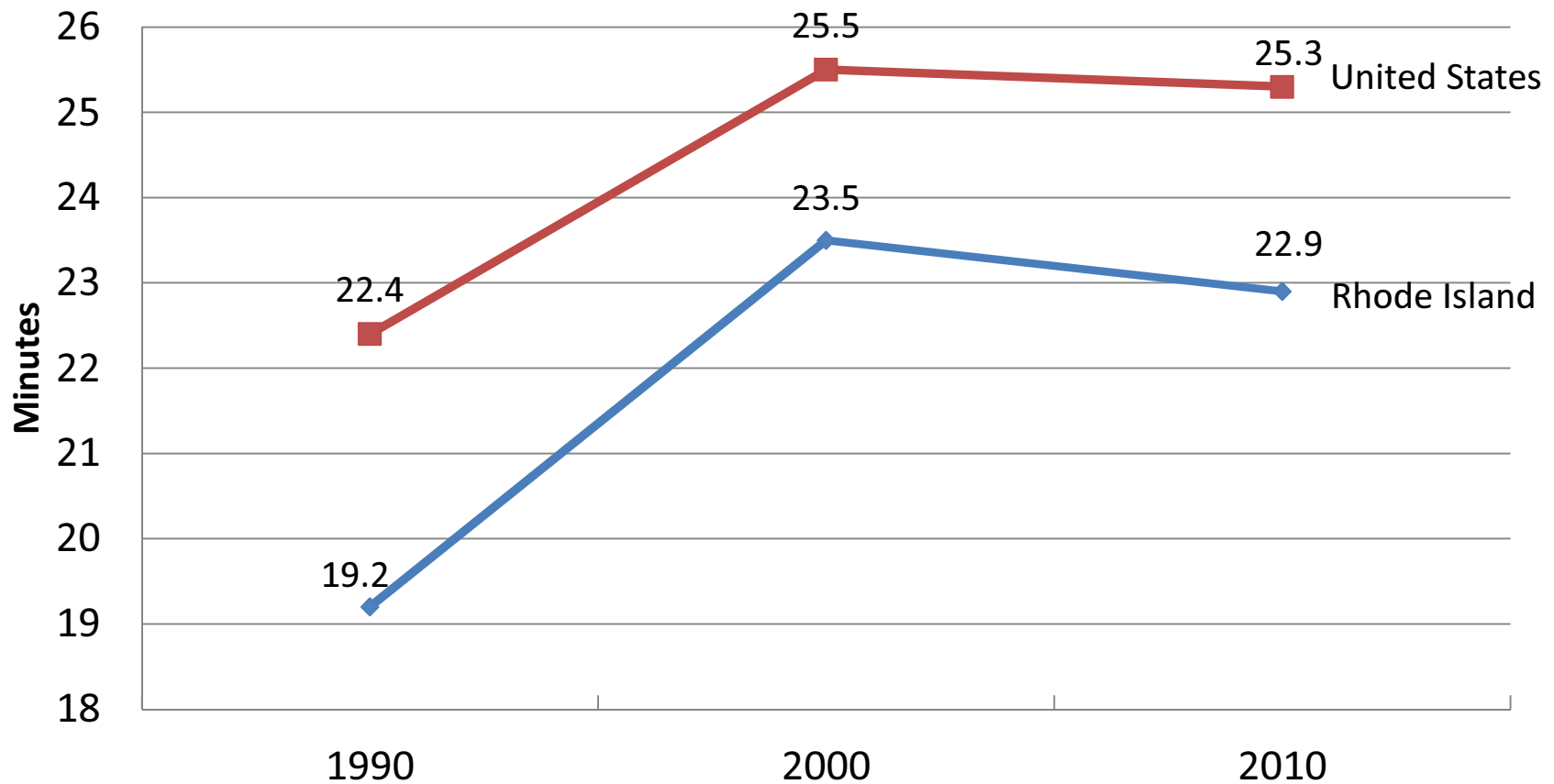
2010



Travel Trends



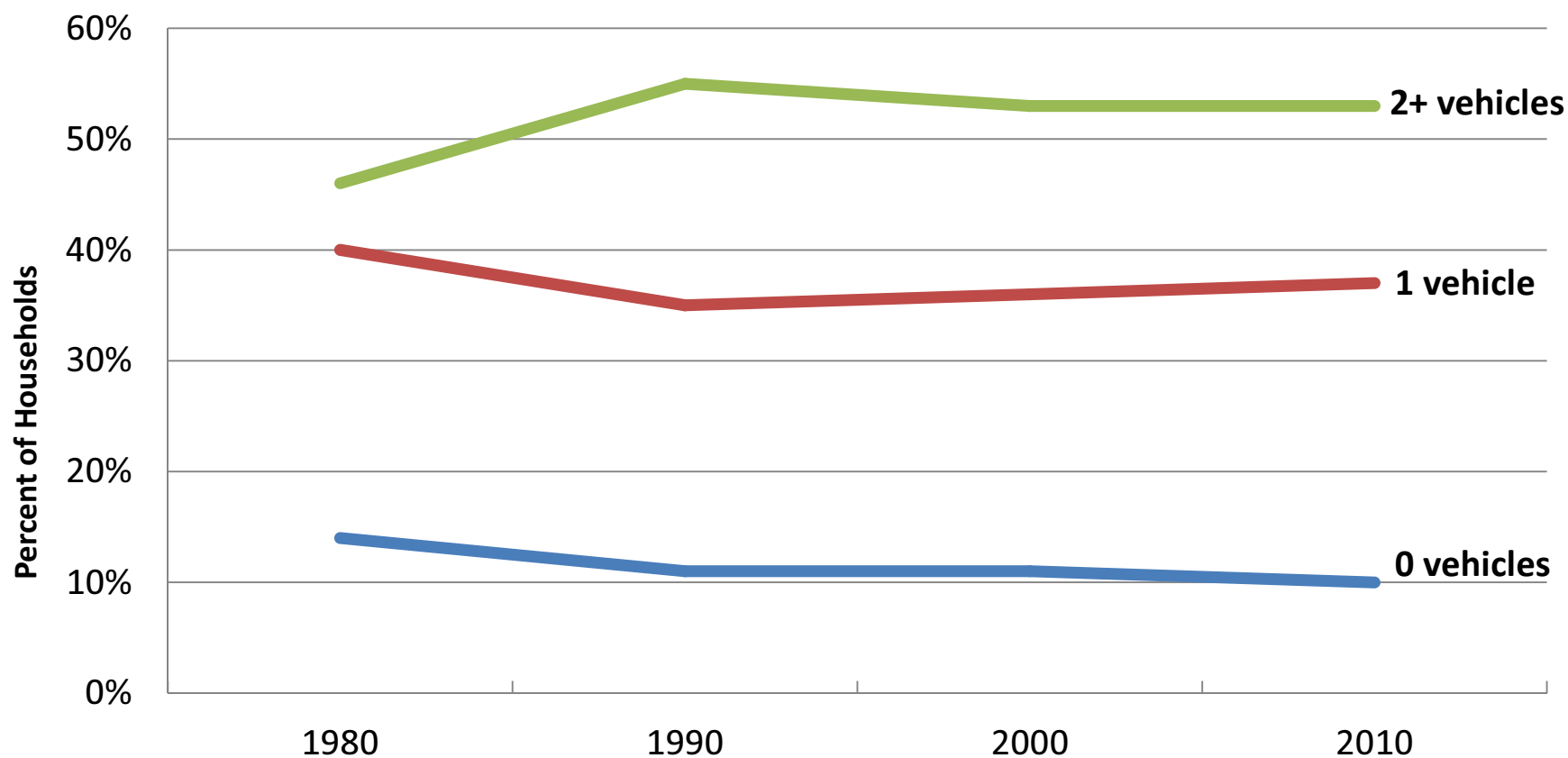
Average Travel Time to Work, 1990 - 2010



Travel Trends



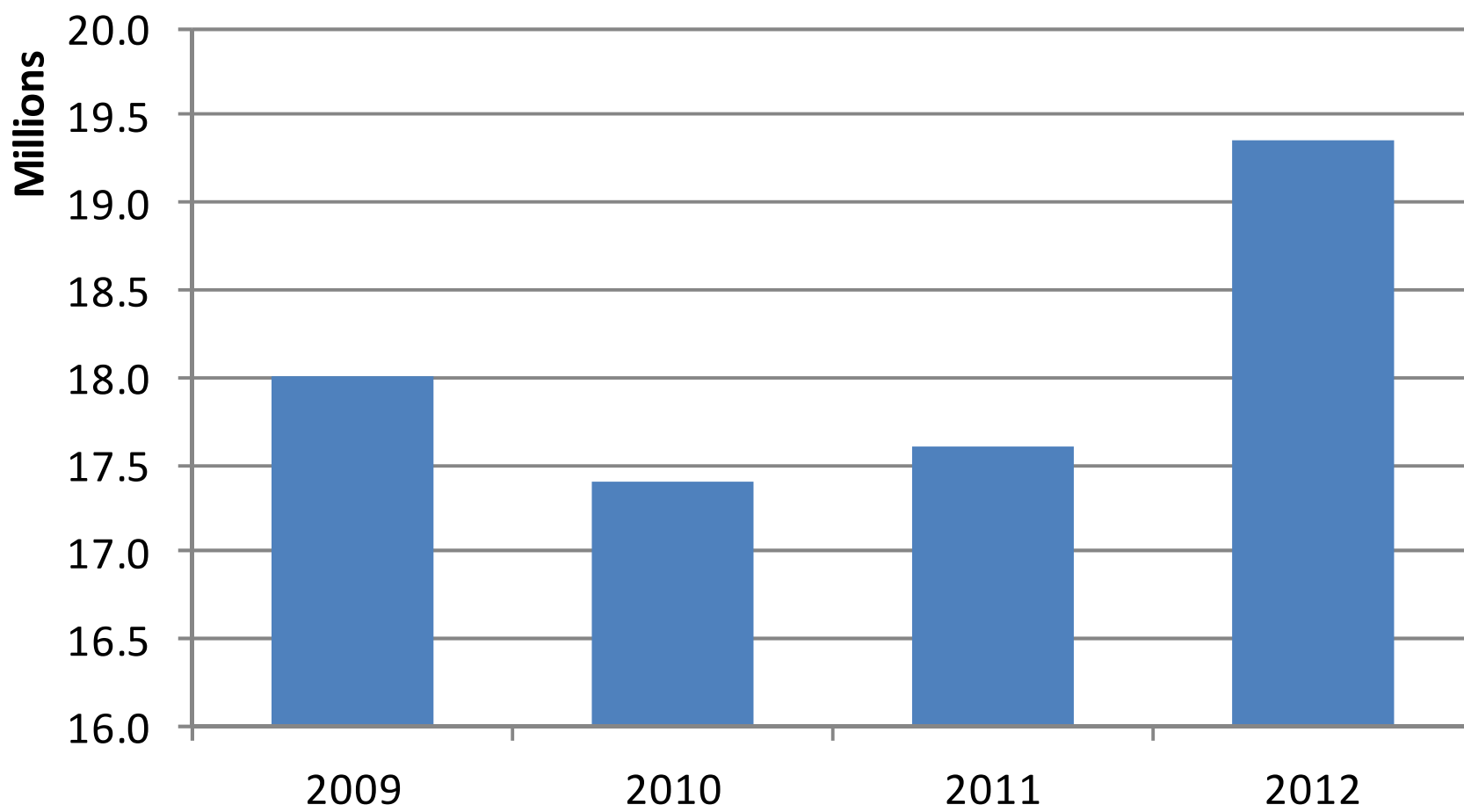
Rhode Island Households with Access to a Vehicle, 1980 - 2010



Travel Trends



RIPTA Fixed Route Ridership, 2009 - 2012



Part Two

Transportation System & Needs Assessment

- Inventory of Facilities - Limited or Full Update
 - ✦ Highways, Bridges, Intelligent Transportation Systems, Traffic Safety, Public Transit, Bicycle, Freight, Intermodal, Aviation



Part Three



Financing the Transportation System

- Federal Highway Program Funding – Full Update
- Federal Transit Program Funding – Full Update
- State Funding – Full Update
- Fiscal Constraint Analysis – Full Update



Financing



- Worked closely with RIPTA to accurately update all elements of section.
- Not known what kind of financing information will be required in future Long Range Transportation Plans under MAP-21.
- Since the 2008, a number of small changes have been made to transportation financing in Rhode Island:
 - Gas tax increase and allocation shifts
 - Bond refinancing
 - Elimination of future GO bonds for State match to Federal funds
- The sum of these changes have had big impacts on future funding.



Rhode Island Gas Tax Distribution

Established by State Law



2008

Recipient	Pennies
RIDOT	18.75
Motor Fuel (GARVEE match)	2.0
RIPTA	7.25
General Fund	1.0
DEA	1.0
Underground Storage	1.0
TOTAL	31.0

2012

Recipient	Pennies
RIDOT	19.75
Motor Fuel (GARVEE match)	2.0
RIPTA	9.75
General Fund	0.0
DHS	1.0
Underground Storage	0.5
TOTAL	33.0

Elimination of Bond Borrowing as State Match to Federal Funds

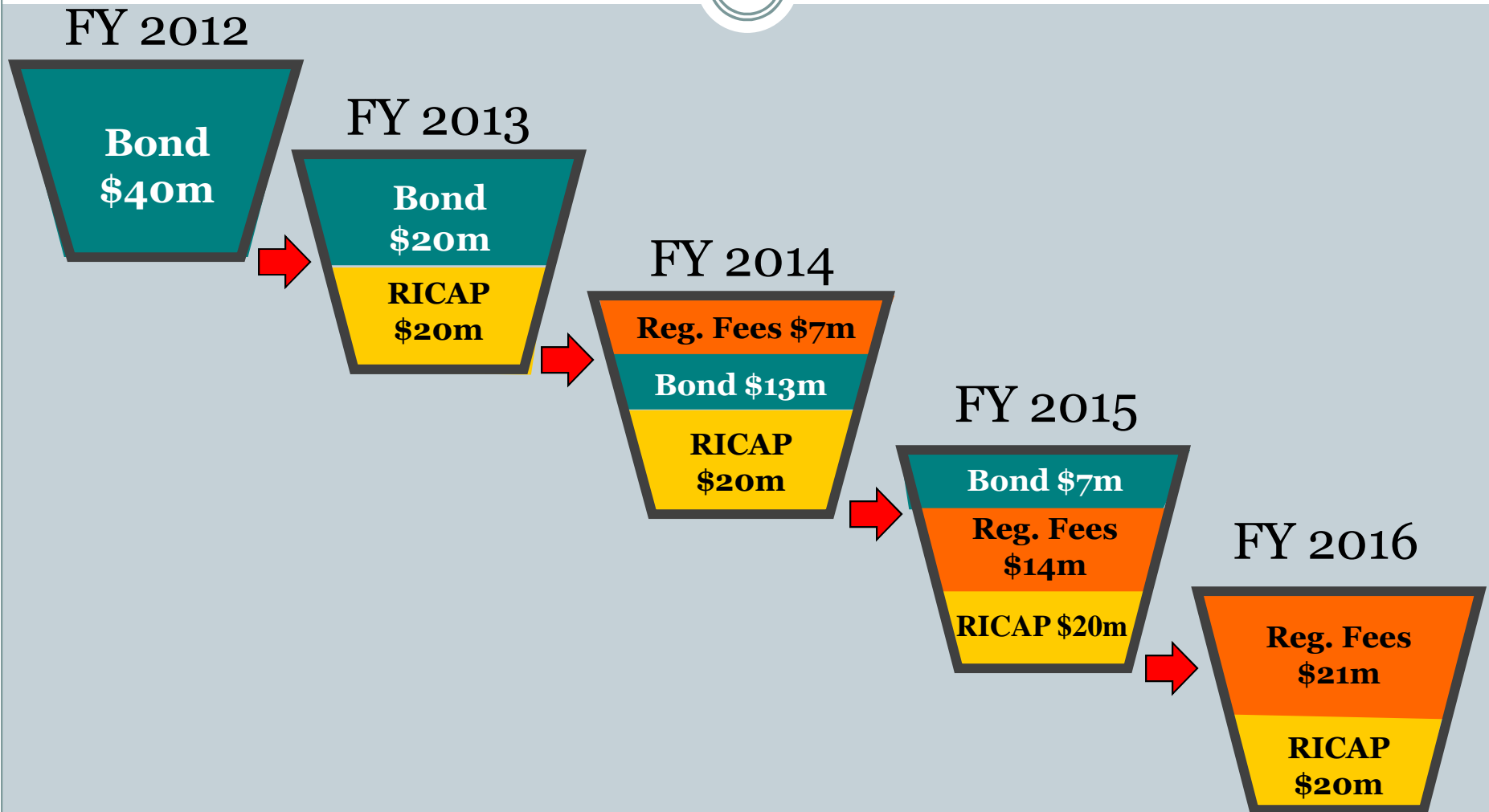


- Governor Chafee's FY2012 Budget proposed a shift of existing license and registration fees to transportation funding over 5 years, 20% per year.
- FY2012 Budget as Enacted instead included increase in registration and license fees dedicated to transportation funding, and \$20 million per year in RICAP funds, beginning in FY2014.
- FY2013 Budget as Enacted included additional RICAP funding in FY2013 to eliminate the last bond referendum.

Source	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Increase Two-Year Registrations by \$30	\$ -	\$ -	\$ 3.9	\$ 7.8	\$ 11.7	\$ 11.7	\$ 11.7
Increase One-Year Registrations by \$15	\$ -	\$ -	\$ 1.6	\$ 3.2	\$ 4.8	\$ 4.8	\$ 4.8
Increase License Fees by \$30	\$ -	\$ -	\$ 1.5	\$ 3.0	\$ 4.5	\$ 4.5	\$ 4.5
Rhode Island Capital Plan Fund (RICAP)	\$ -	\$ 20.0	\$ 20.0	\$ 20.0	\$ 20.0	\$ 20.0	\$ 20.0
Total New Sources	\$ -	\$ 20.0	\$ 27.0	\$ 34.0	\$ 41.0	\$ 41.0	\$ 41.0
State Match Needed	\$ 40.0	\$ 40.0	\$ 40.0	\$ 40.0	\$ 40.0	\$ 40.0	\$ 40.0
Balance Required from Bonds	\$ 40.0	\$ 20.0	\$ 13.0	\$ 6.0	\$ -	\$ -	\$ -

\$ in millions

State Match Shift FY 2012 - 2016



Refinancing of General Obligation Bonds

- Budget Office refinanced existing bonds to reduce near-term costs.
- Debt not actually reduced, but redistributed.
- Total costs for refinancing over life of bonds is \$5 million plus issuance costs (<\$1 million).



RIDOT Debt Service				
Fiscal Year	Prior Total*	Revised Total	Difference	
FY2013	\$ 52.1	\$ 41.2	\$	(10.9)
FY2014	\$ 45.0	\$ 38.5	\$	(6.5)
FY2015	\$ 49.1	\$ 45.0	\$	(4.1)
FY2016	\$ 45.1	\$ 47.2	\$	2.1
FY2017	\$ 44.8	\$ 46.8	\$	2.0
FY2018	\$ 37.0	\$ 40.7	\$	3.7
FY2019	\$ 36.0	\$ 39.7	\$	3.7
FY2020	\$ 33.0	\$ 36.8	\$	3.8
FY2021	\$ 39.3	\$ 43.0	\$	3.7
FY2022	\$ 36.5	\$ 40.2	\$	3.7
FY2023	\$ 35.8	\$ 39.6	\$	3.8
FY2024	\$ 31.2	\$ 31.2	\$	-
FY2025	\$ 28.3	\$ 28.3	\$	-
FY2026	\$ 28.3	\$ 28.3	\$	-
FY2027	\$ 25.0	\$ 25.0	\$	-
FY2028	\$ 23.4	\$ 23.4	\$	-
FY2029	\$ 16.9	\$ 16.9	\$	-
FY2030	\$ 16.8	\$ 16.8	\$	-
FY2031	\$ 7.3	\$ 7.3	\$	-
FY2032	\$ 7.3	\$ 7.3	\$	-
FY2033	\$ 3.5	\$ 3.5	\$	-
FY2034	\$ 1.6	\$ 1.6	\$	-
FY2035	\$ 0.5	\$ 0.5	\$	-
Total	\$ 643.2	\$ 648.2	\$	5.0

in millions

Funding for Transit Remains a Concern into the Future



- Both rail (RIDOT) and bus (RIPTA) transit are important components of the transportation system.
- Planning must take into account rail, bus, pedestrian, bicycle, and other transportation alternatives.

Transportation Financing Findings

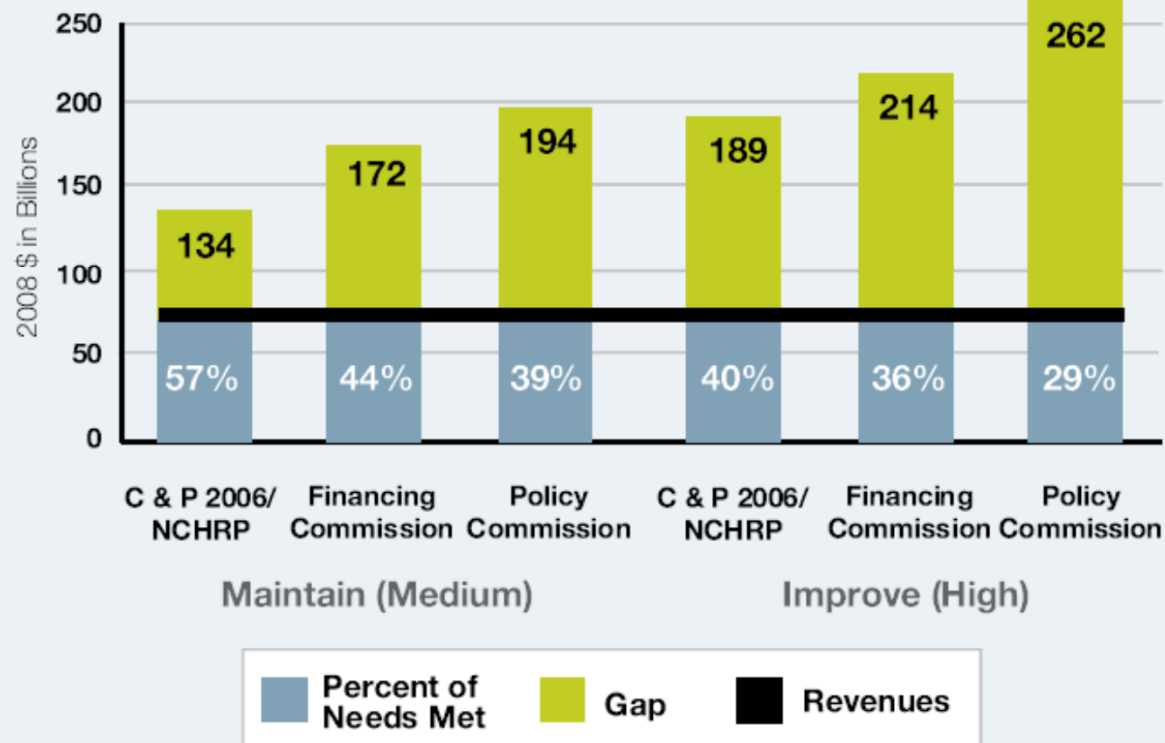


Numerous studies and commissions have examined the transportation financing problem and have made similar findings.

- **1995** – Governor’s Blue Ribbon Panel on Transportation Financing
- **2002** – Rhode Island Public Expenditure Council - Transportation at a Crossroads
- **2006** – Special Senate Commission to Study Transit Services in the State of Rhode Island
- **2008** – New Public Transit Alliance – Recommendations for Funding Public Transit in Rhode Island
- **2008** – Governor’s Blue Ribbon Panel on Transportation Funding
- **2011** – Senate Commission on Sustainable Transportation Funding

Transportation Financing is a National Problem

**EXHIBIT ES-1: AVERAGE ANNUAL CAPITAL
NEEDS AND GAP ESTIMATES, ALL LEVELS
OF GOVERNMENT, 2008–35 (in 2008 dollars)**



Part Four



Environmental Analysis

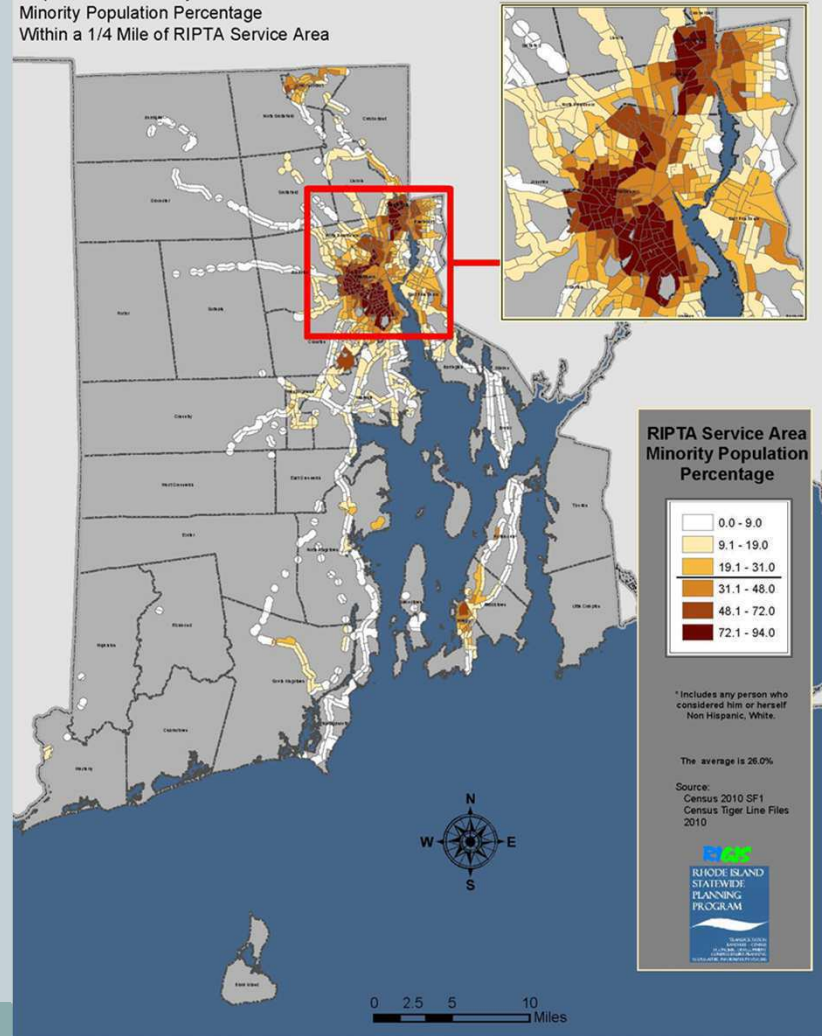
- Natural Resources & Environmental Mitigation – Limited Update
- Land Use Scenario Analysis – Unchanged
- Environmental Justice Analysis – Full Update
- Air Quality Conformity Analysis – Full Update



Environmental Justice Analysis

- EJ populations identified and mapped according to 2010 U.S. Census data
 - African American, Hispanic, Asian, Native American, and Low Income
- In relation to
 - Interstates
 - RIPTA service area

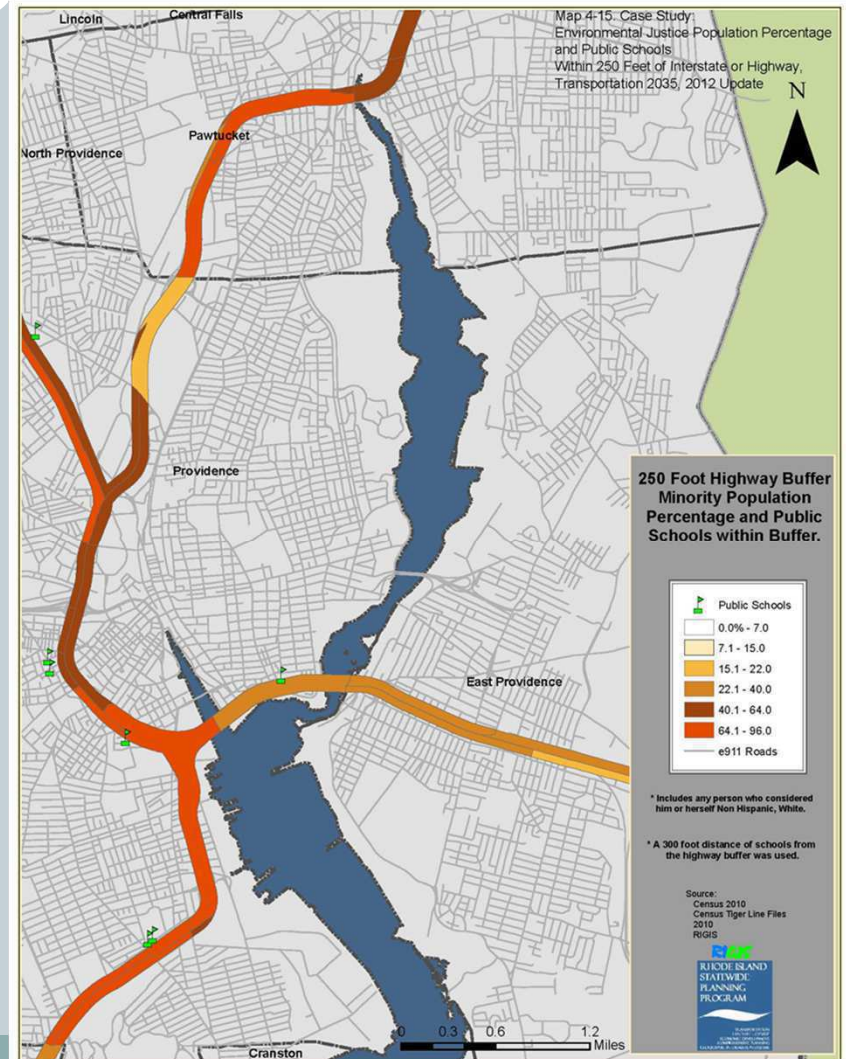
Map 4-16. Case Study
Minority Population Percentage
Within a 1/4 Mile of RIPTA Service Area



Environmental Justice Analysis

Findings

- Higher proportion of EJ populations continue to live within the transportation system's major elements, but the number has decreased since 2000.
- EJ populations continue to have greater access to transit, with 2/3 of RIPTA's system serving minority neighborhoods. An increase from 2000.



Air Quality Conformity Analysis

Findings

- Transportation projects included in Transportation 2035 demonstrate compliance to SIP, Clean Air Act, and transportation conformity requirements
- Mobile source emissions fall below statewide 2009 SIP budgets.

Rhode Island Statewide Ozone Results for the Long Range Transportation Plan

	Daily Vehicle Miles Traveled (VMT)	VOC (tons/day)	NO _x (tons/day)
2009 SIP Budget	---	22.75	25.29
2012 Build	27,168,666	10.91	14.58
2015 Build	27,659,094	10.96	11.48
2025 Build	29,296,868	8.00	5.89
2035 Build	30,749,608	8.28	5.71

Part Five

Recommendations

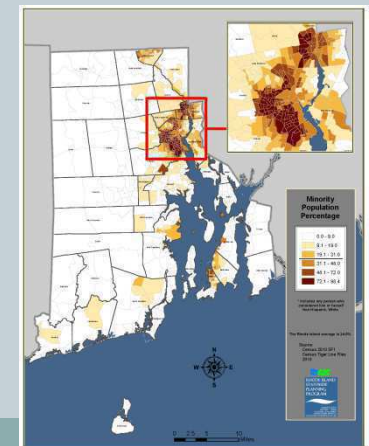
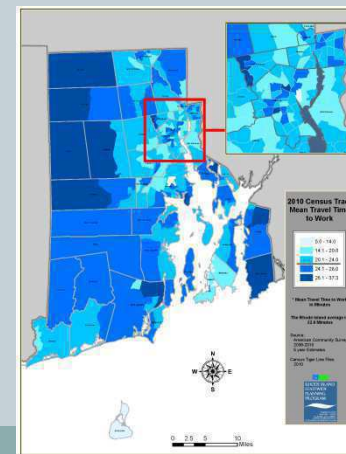
- Goals, policies, objectives, and strategies - **Unchanged**
- The basic principals put forward are still relevant to the State's transportation goals.



Appendix



- Congestion Management Process – Limited Update
- Maps – Limited Update
 - Containing demographic, travel trends, congestion mapping, and the environmental justice populations have been updated.



Attachment 2

Draft Population Projections

December 7, 2012

Overview

1. Approach
2. Statewide projections
3. City & town projections
4. Analysis and comparison with 2004 projections
5. Next steps

Two-Part, Top-Down Methodology

- State projections use cohort-component model
- City and town projections use trend extrapolation, fitted to the statewide total

Statewide: Cohort Component Model

- Population is broken in cohorts based on age group and sex
- Separately accounts for 3 components of population change
 - Births
 - Deaths
 - Migration

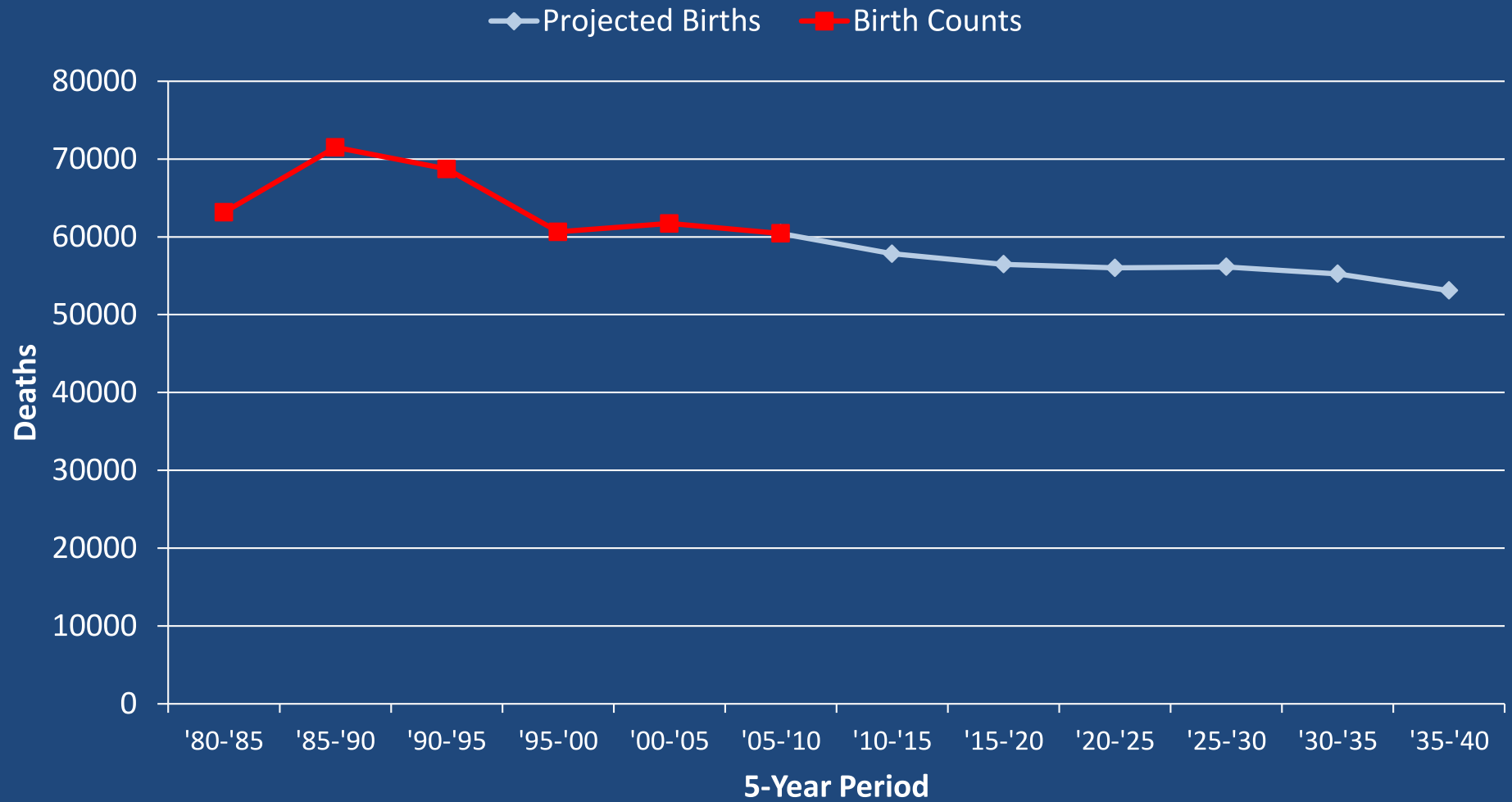
Draft Projections

	<u>2010</u> (counts)	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>	<u>2040</u>
Population	1,052,567	1,046,327	1,049,177	1,061,796	1,070,677	1,073,799	1,070,104
Births over previous 5 years	60,436	57,825	56,470	56,015	55,848	54,751	52,518
Deaths over previous 5 years	48,100	50,722	49,464	50,191	53,592	58,492	63,053
Net migration over previous 5 years	-24,088	-13,346	-4,156	6,795	6,904	6,864	6,840

Births

- Births projected using fertility rates
- Average of 2005-2009 rates (CDC data)

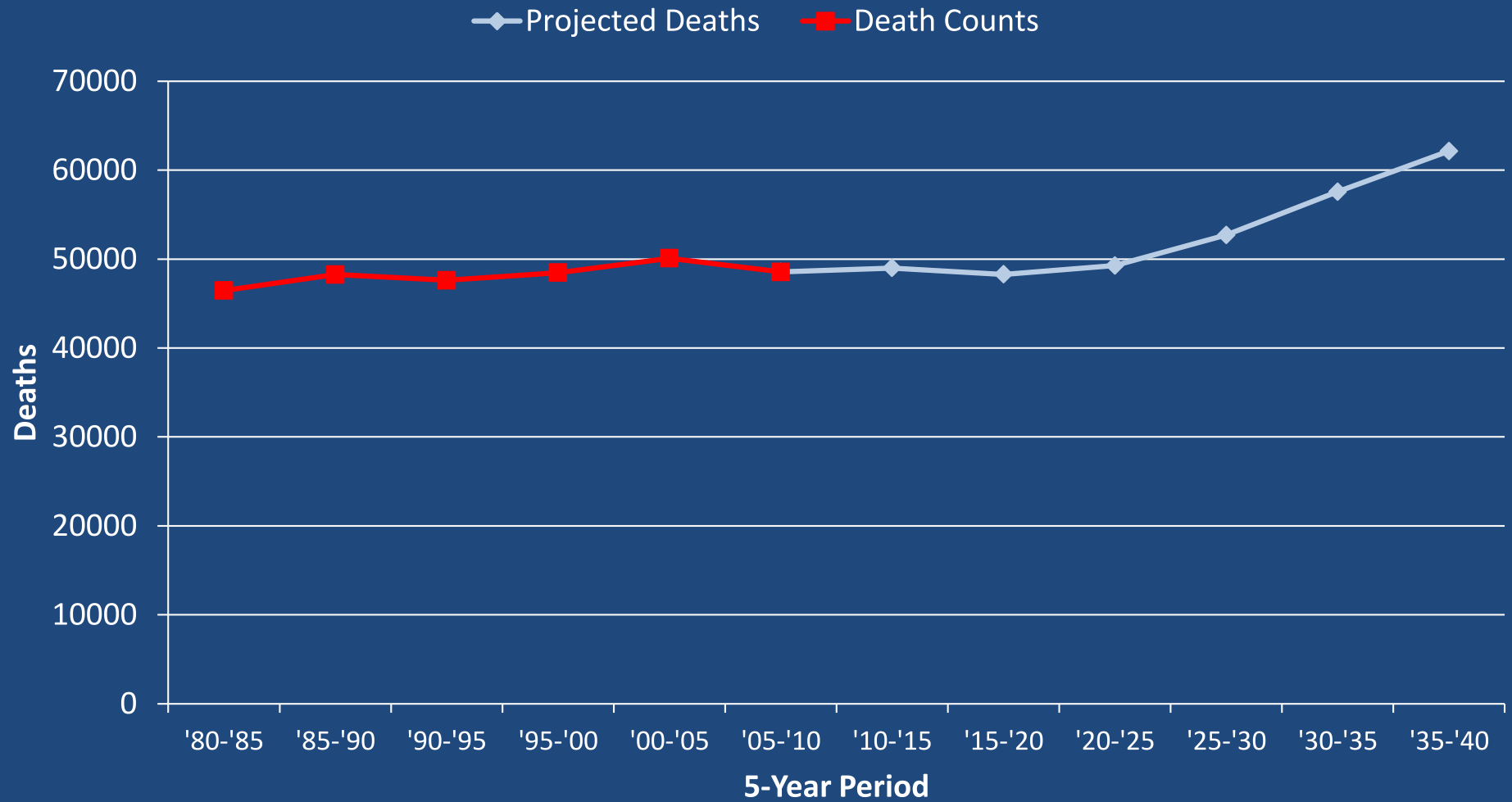
Births



Deaths

- Deaths projected using survival rates
 - Average of 2005-2009 death counts (DOH data)
- Survival rates are adjusted for expected increases in longevity

Deaths

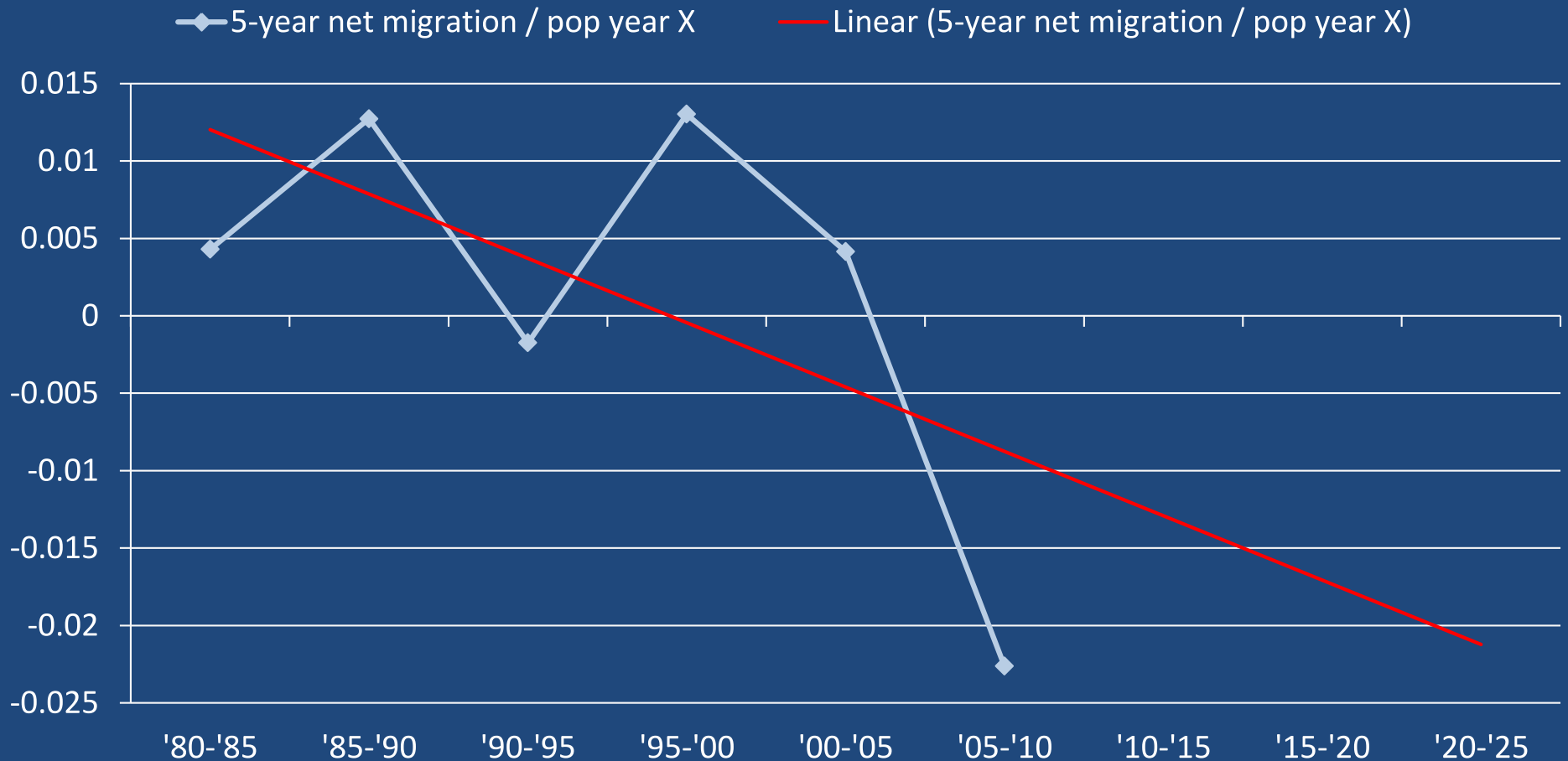


Net Migration

- The most difficult component
- Many ways to project migration, most simple is trend extrapolation

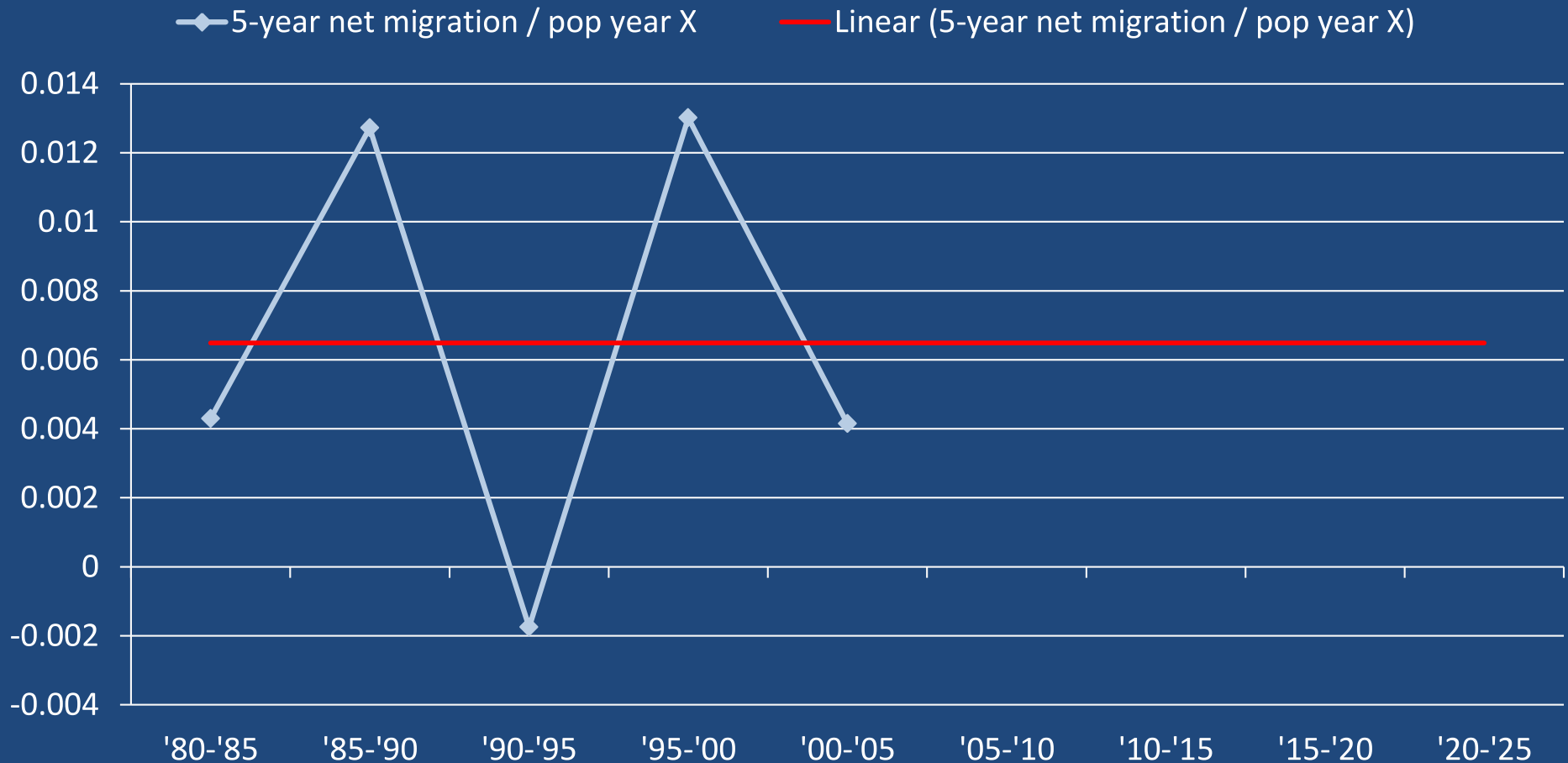
Net Migration – Trend Extrapolation

5-Year Net Migration Rate, 1980-2010



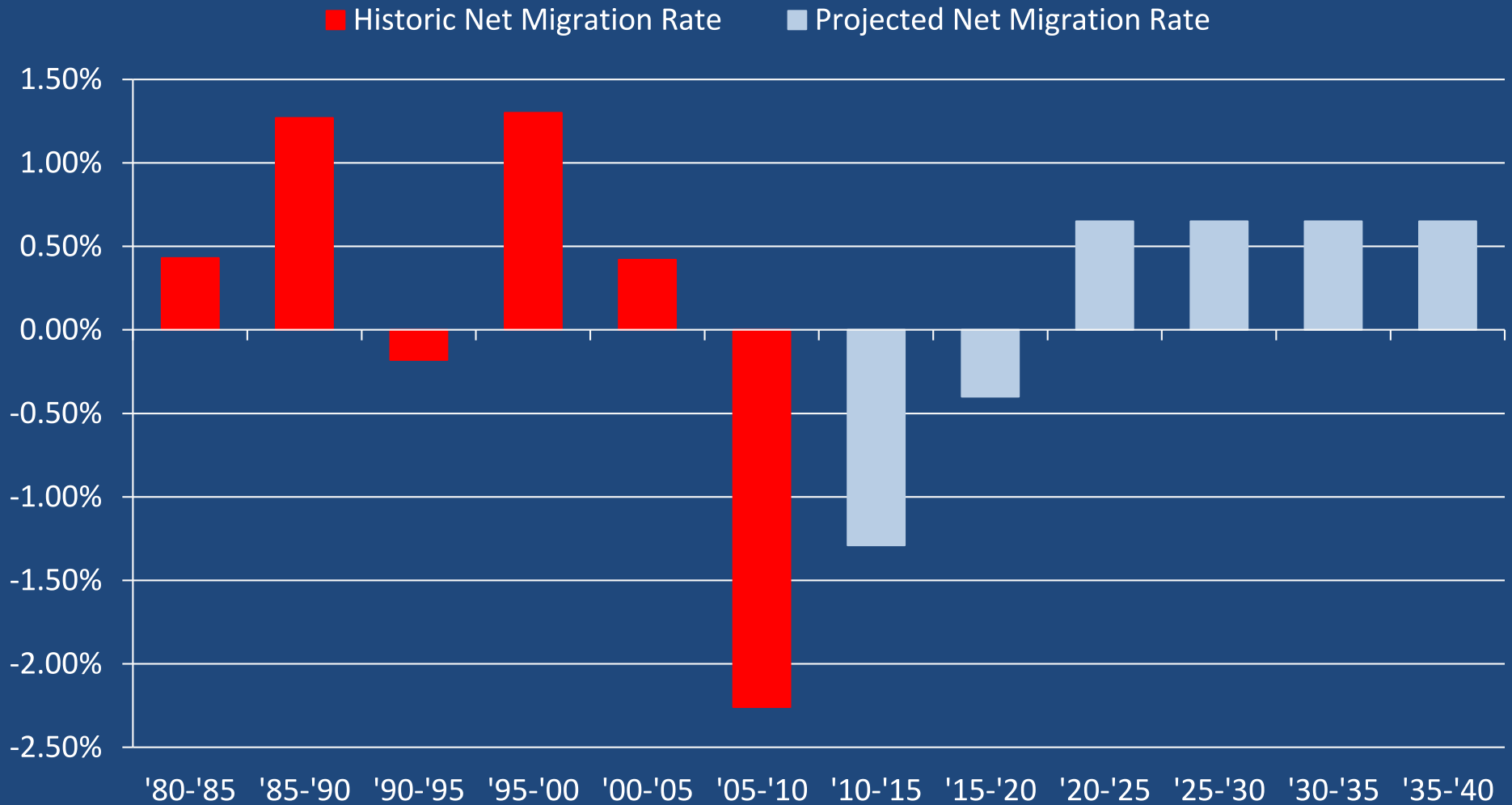
Net Migration – Trend Extrapolation

5-Year Net Migration Rate, 1980-2005



Assumption: this is the long-term average rate.

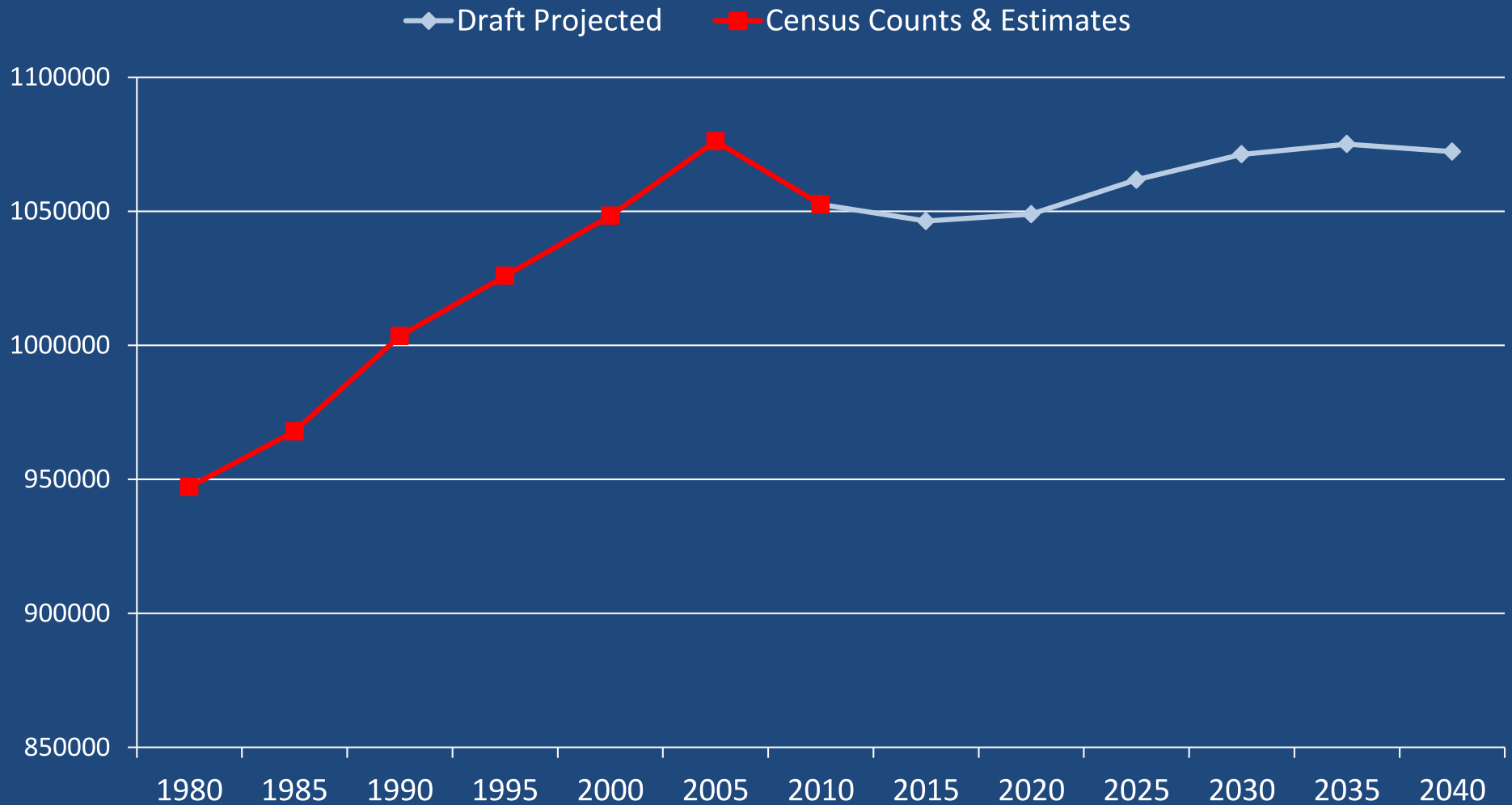
Net Migration Rates



Net Migration by Age

- Net migration must be distributed by age, sex
- Net migration rates calculated for each sex/age cohort
 - Trended toward the statewide LTA

Draft Projections

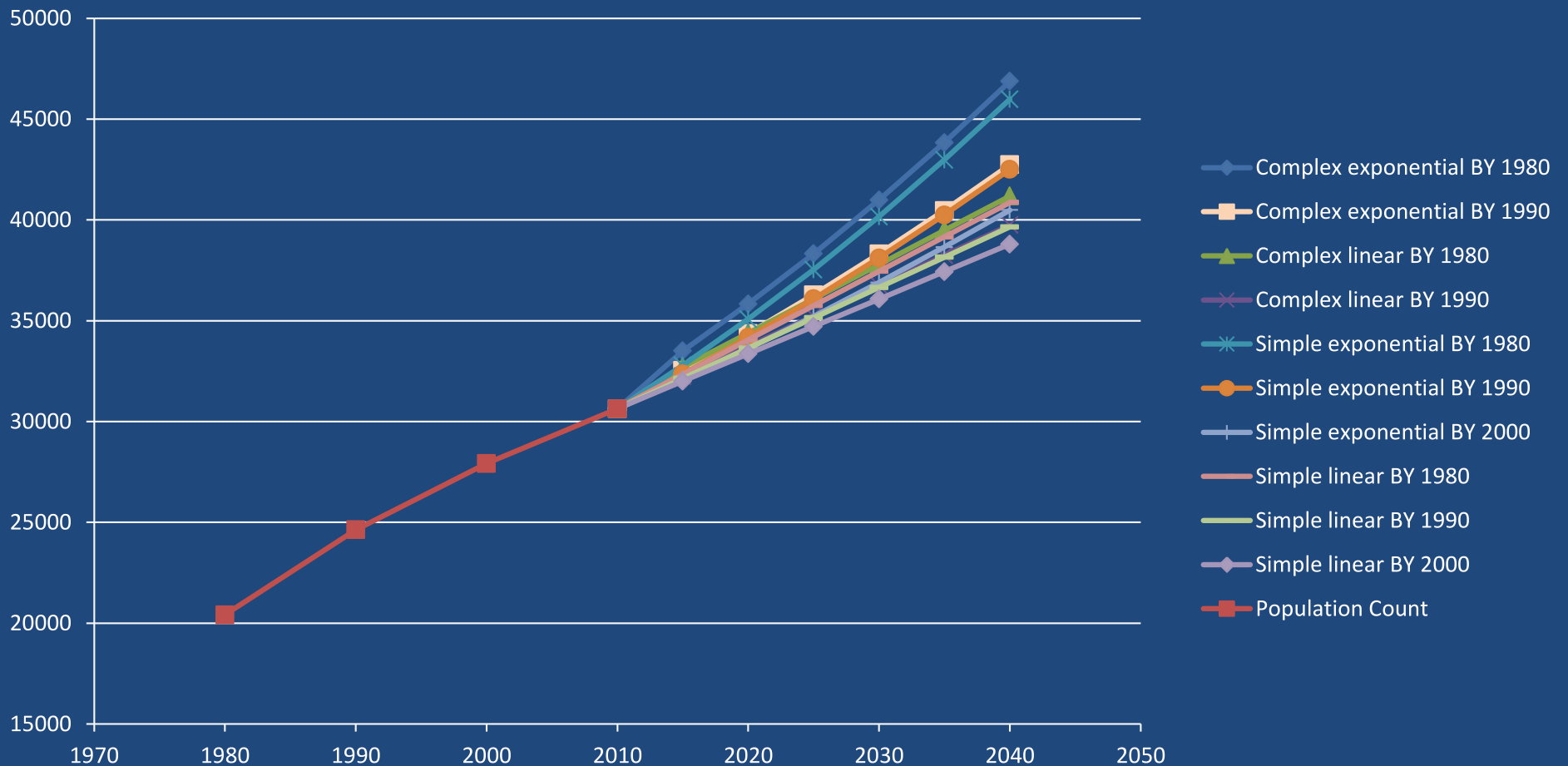


City and Town: Modified Trend Extrapolation

- Raw Projection
 - Ten extrapolation models applied to each city/town
 - Assessed for “reasonableness”
 - Two models with consistent, unreasonably high projections removed
 - Mathematical mean taken of remaining 8 models

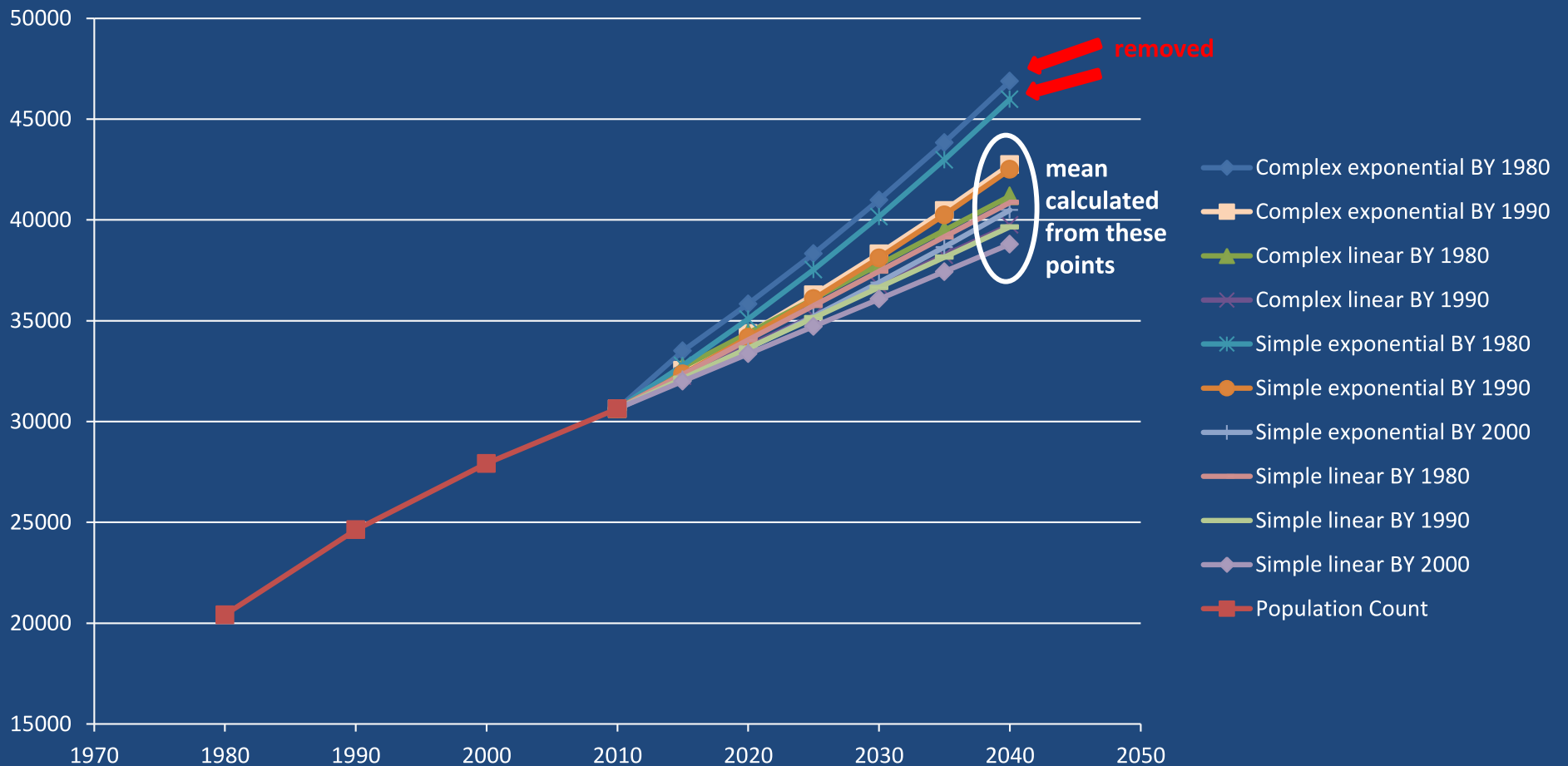
City and Town: Example

South Kingstown Population Count and Projections, 1980-2040



City and Town: Example

South Kingstown Population Count and Projections, 1980-2040

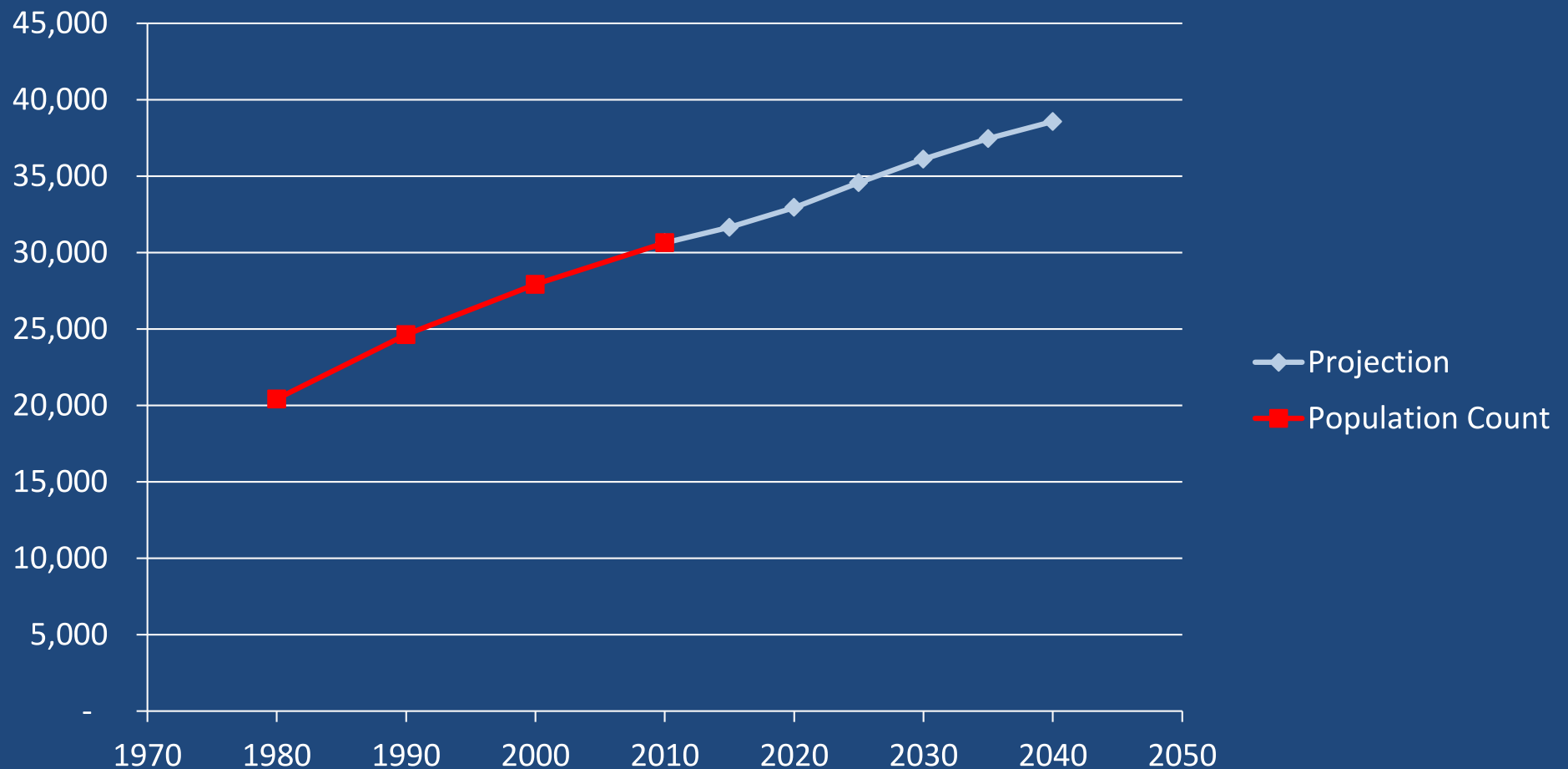


City and Town: Modified Trend Extrapolation

- Exceptions, determined case-by-case
 - North Smithfield
 - Pawtucket
 - Warwick
 - West Greenwich
- Top-down method: For each projection year, all city/town projections are reduced by the same factor so they total the statewide projection (2.0-5.1%)

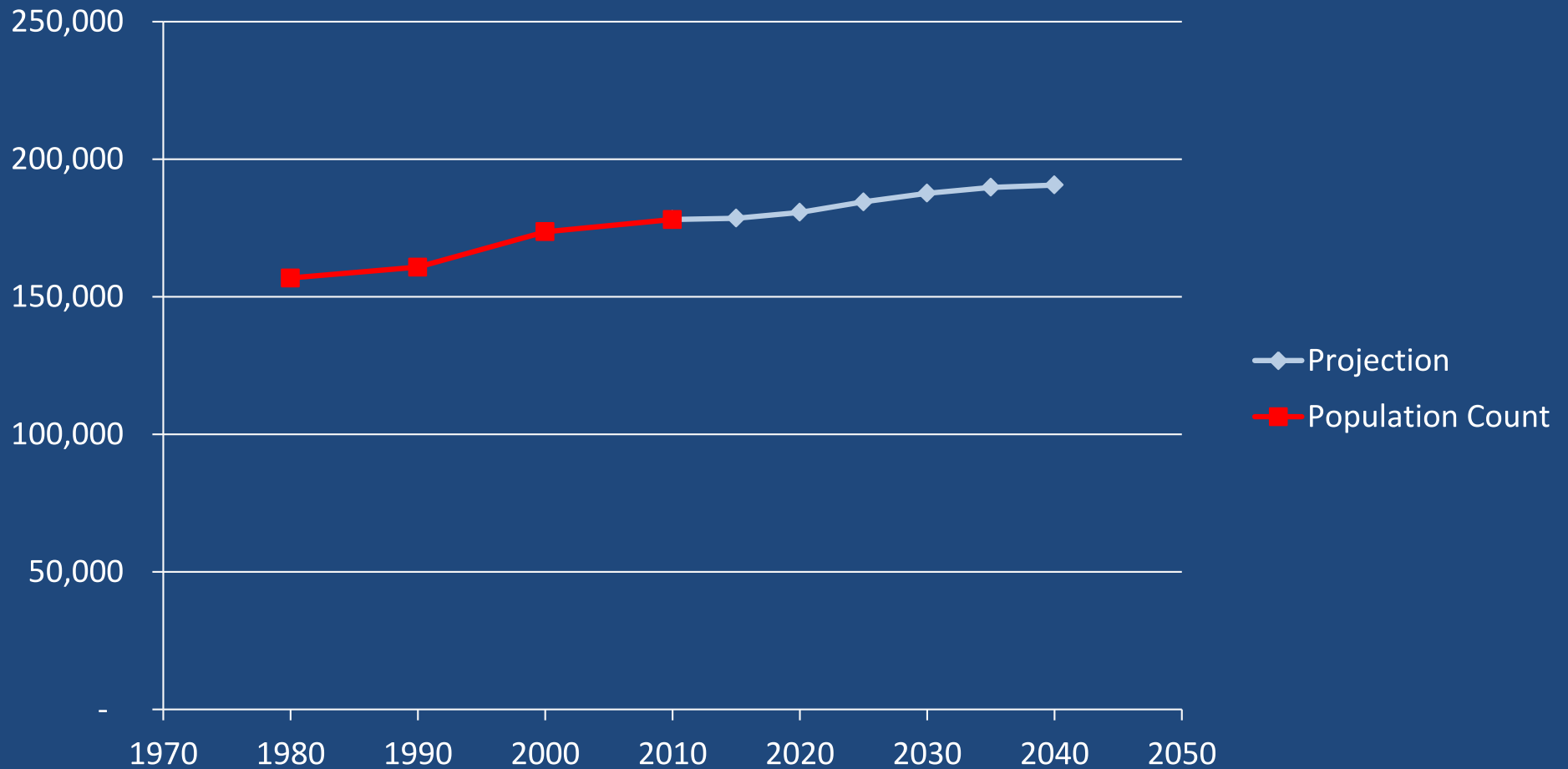
City and Town: Example

South Kingstown Population and Projections, 1980-2040



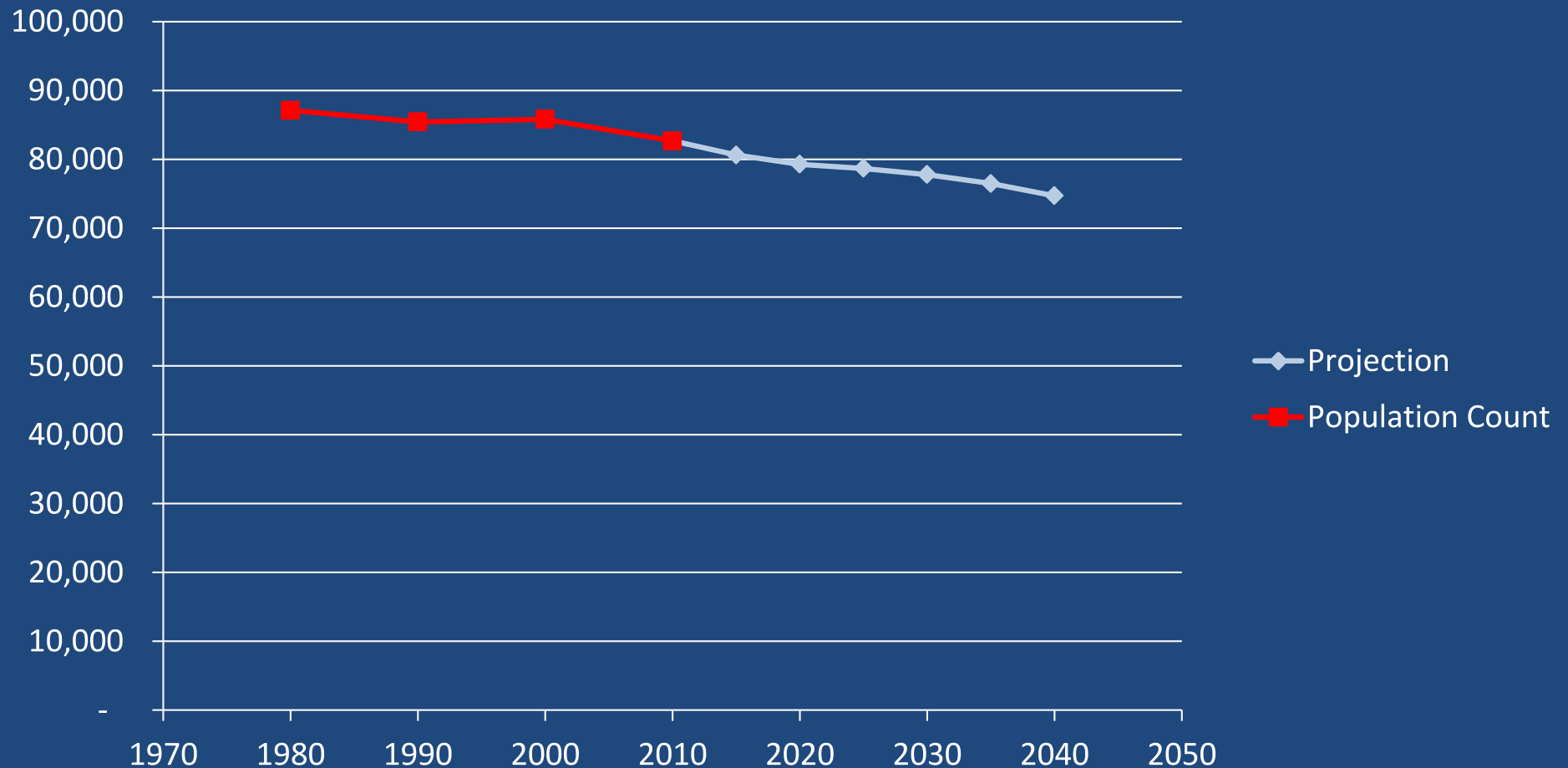
City and Town: Example

Providence Population and Projections, 1980-2040



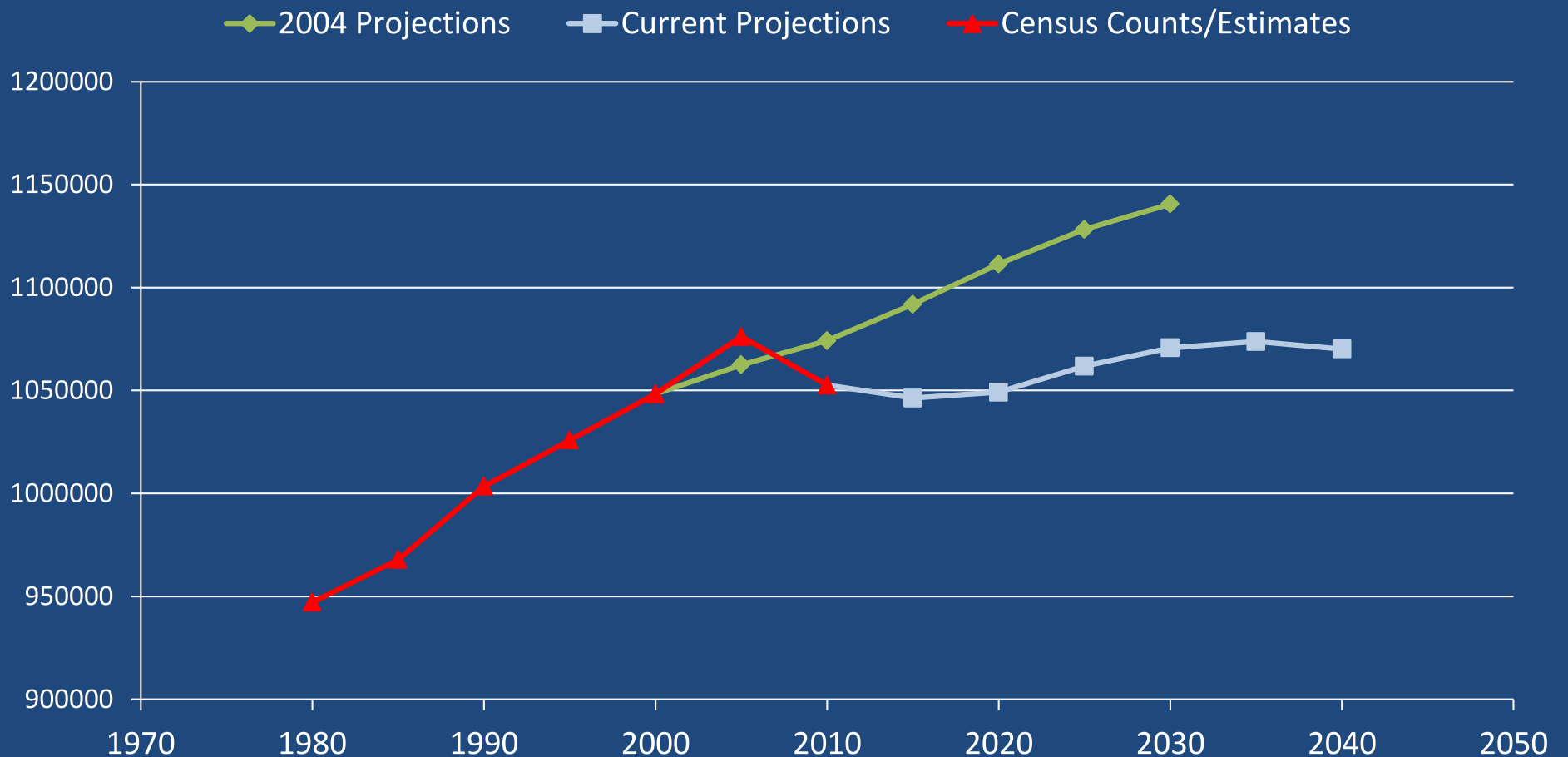
City and Town: Example

Warwick Population and Projections, 1980-2040



Methodology Improvements

Comparing the 2004 and Current Projections

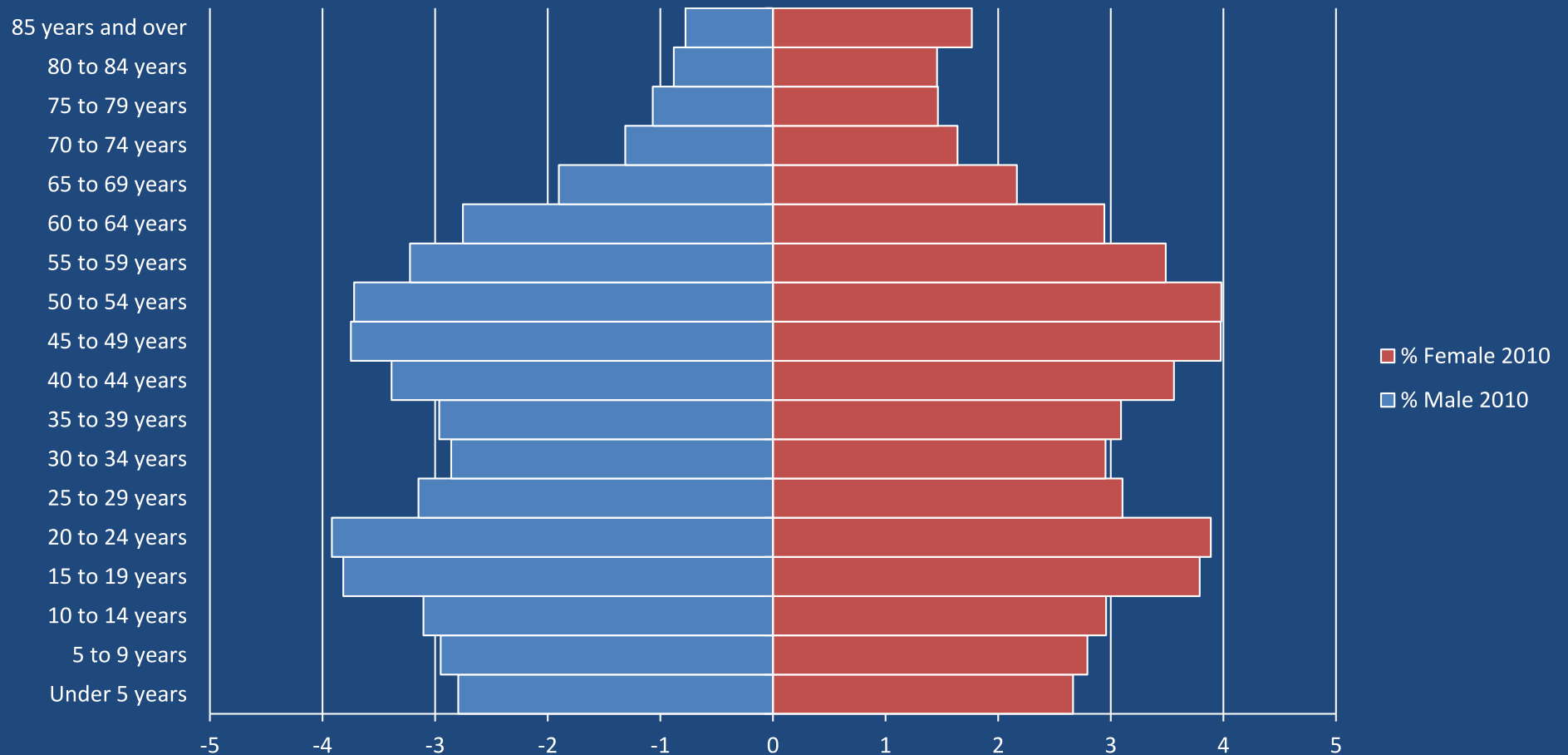


Why?

- Why are we expecting modest growth and some decline?
 - Short-term: low net migration
 - Long-term: age distribution changing

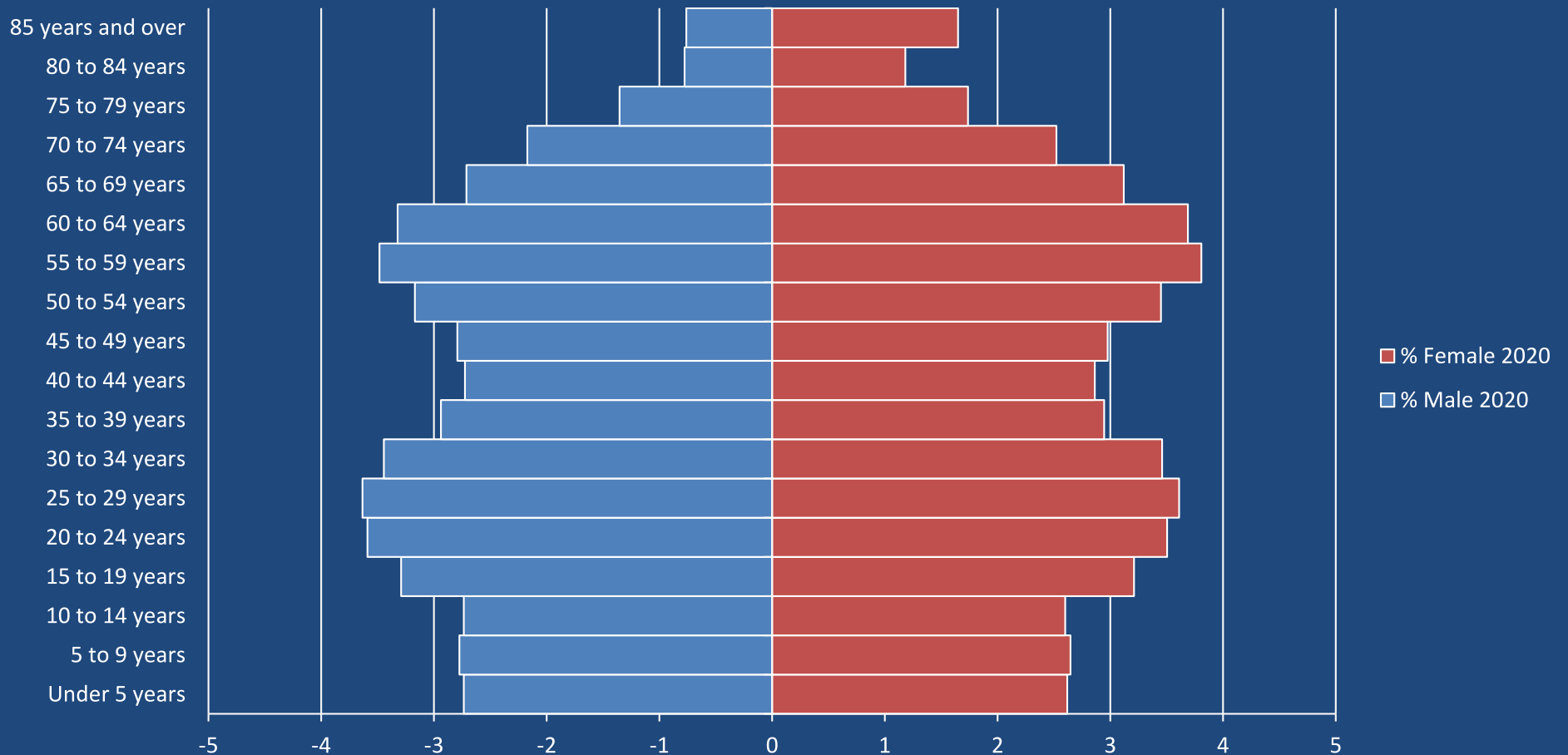
An Aging Population

2010



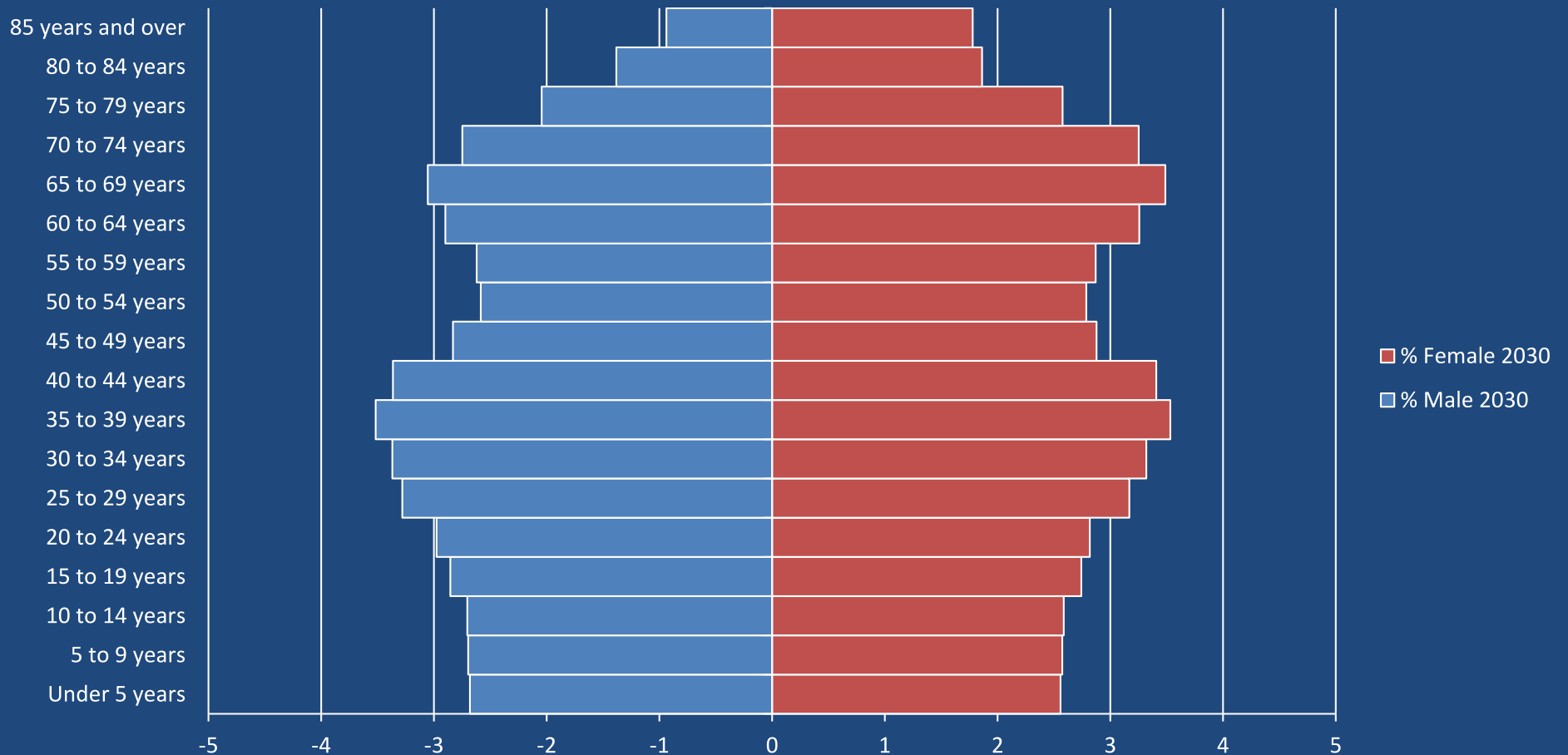
An Aging Population

2020



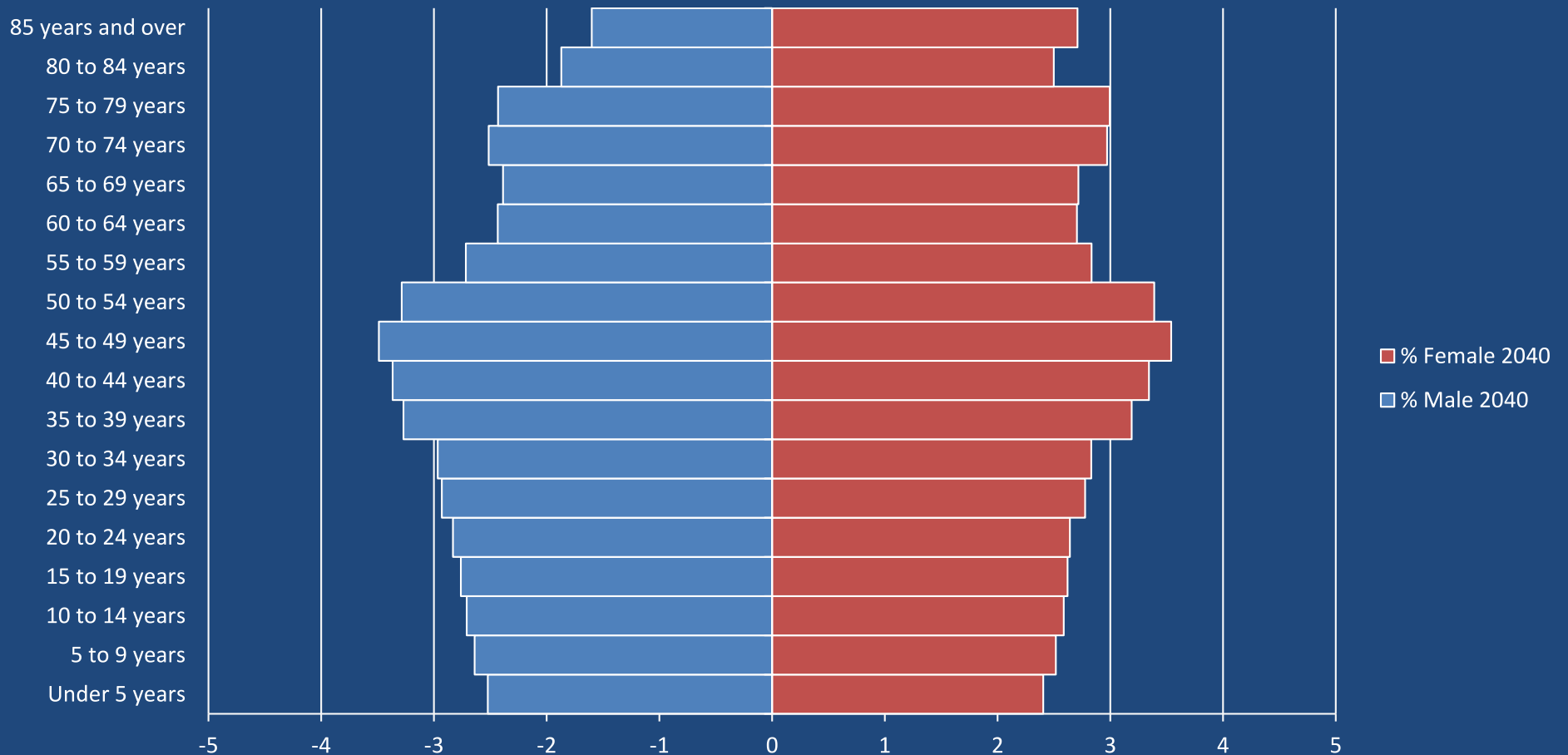
An Aging Population

2030



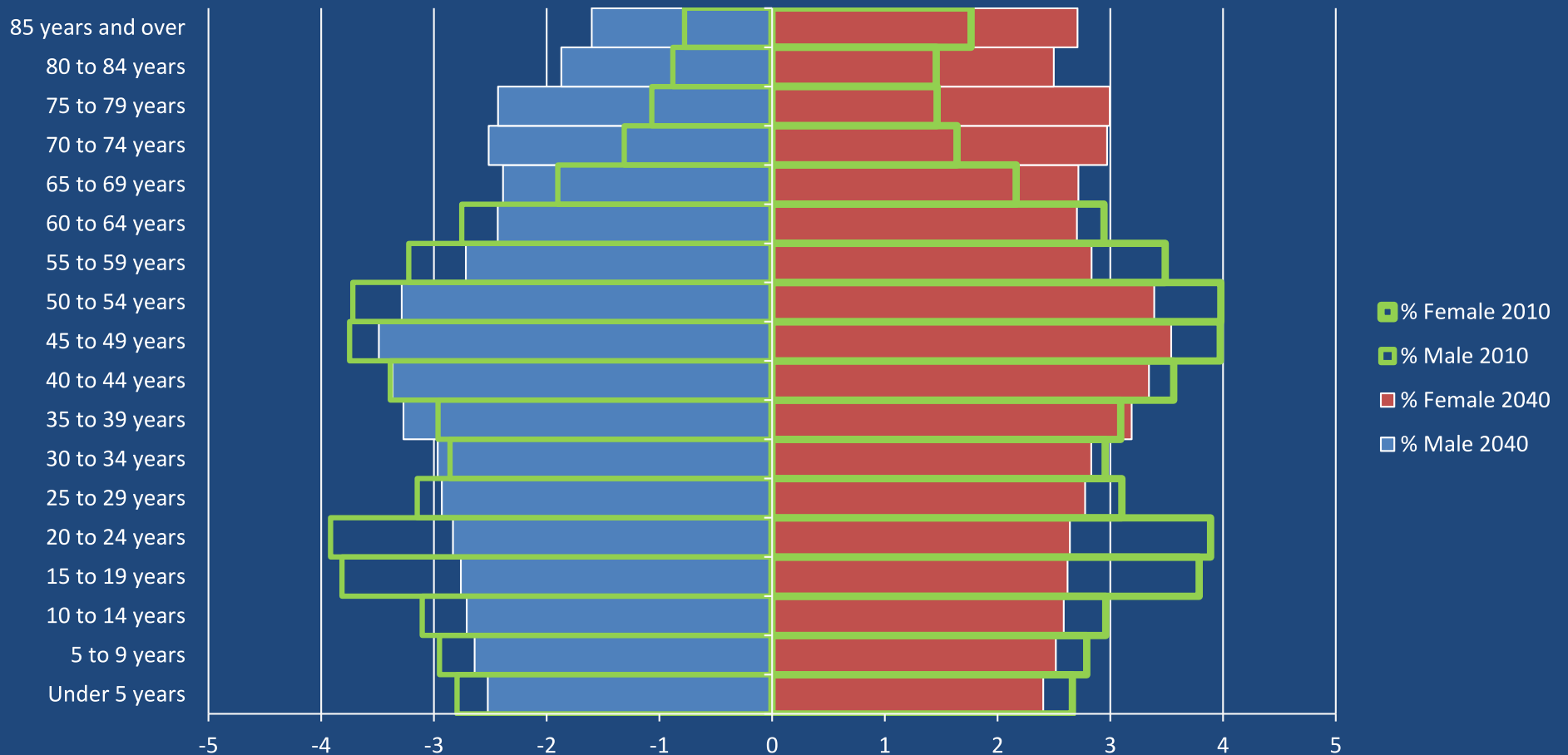
An Aging Population

2040



An Aging Population

2040 (2010) R.I. Population Pyramids



A Final Note

- Fundamental assumption: the future will look like the past
- Users encouraged to consider how new political, economic, or health trends could change the outlook

Next Steps

- External review process
 - Adjustments to city/town for known development or constraints to development
- Finalize and distribute

Questions?

Amanda Martin

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